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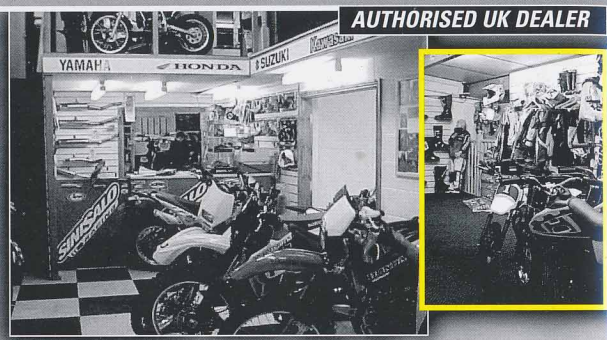
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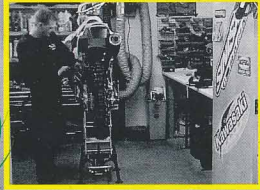
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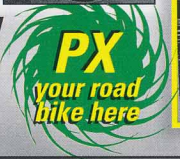
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Better Late Than Never...

You should do an editorial about this' said Clive, as we turned out his garage for one last time looking for the missing ten litre jerrican. Our strict departure time long since having departed, and now we were late - again...

It doesn't seem to matter how much time you leave yourself for preparing to go riding - it's never enough. Just washing your riding kit, sorting out your goggles, finding your matching gloves, cleaning your helmet liner, detoxing your camelback, preventing yourself gagging at the smell of your unwashed socks in the bottom of your boots, and then packing all that lot into a gearbag seems to take an age. And that's before you even start work on any bike preparation (or search for missing jerricans). Given the strict timetables of magazine publishing, the laid-back attitude of the TBM staff and the fact that the only sport we're any good at is Deadline-Surfing, it's a wonder we manage to ride dirt bikes at all.

Of course there's always a load more jobs to be done to your bike than there is time available - and no matter what your good intentions, I guarantee there simply won't be time to do them all. We've worked on bikes in the back of the van on the way down to enduros, we've turned up at enduros with a non-working bike, and we've even ridden bikes we know won't make it to the finish, just so we can have a ride. But turning up on a bike which is fully prepped and ready to go? Hang on, just let me think about that one for a moment... I don't think so!

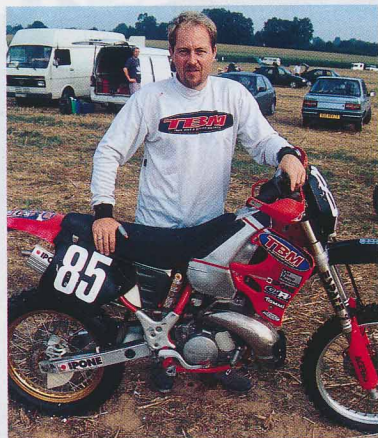
Of course you might imagine that swanning around on brand new test bikes would be the simple answer. And we did too. All we needed to do was ring up the importer, tell him we want the latest hot-poop missile for an event next Sunday and then turn up and ride it. Yep nice idea, but completely detached from reality. I mean, it does happen, but until you've tried it, you don't understand the pitfalls.

Most of the importers (though not all I should say) haven't the first clue about the sort of preparation needed before a bike is ready to race. Half of them don't even know what an enduro is like (even though they sell enduro bikes), never mind raced in one themselves. I've lost count of the number of times I've started a race with 60psi in the rear tyre, or popped the front end up over a log only to have a grip come off in my hand, or else landed from a small jump and found that the handlebars fold flat on the tank as soon as the bike touches down. Oh yes we've had 'em all here, thanks very much and we don't want any repeats. Test bikes? Don't talk to me about *bleedin'* test bikes.

So that's why we try and prep our bikes before we leave (both test bikes and our own machines). And the trouble is that that always makes us late for departure. And when we're late we usually forget something. Or worse still, we lose it altogether.

Come to think of it, we never did find that ten litre jerrican...

Si Melber



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John Deacon Killed

British dirt biking lost one of its best known heroes on 8 August when John Deacon was tragically killed in a racing accident whilst competing in the Master Rallye in Syria. The Cornishman and former British Enduro Champion crashed on one of the long specials whilst in third place on his works BMW rallye bike. Though the medical helicopter arrived quickly, he was pronounced dead at the scene of the accident.

John began his dirt biking career riding

enduros on a little XR200 in the late Seventies and early Eighties before switching to more competitive machinery (both two- and four-stroke) and going on to win numerous gold medals at the ISDE. But it was as a four-stroke specialist that he was best known, securing the British Four-stroke Enduro Championship nine times, and the overall British Championship in 1994 on a KTM (intriguingly he rode all the rounds except the last, on a thumper).

Long known for his association with the Austrian marque (he ran a KTM

dealership in Saltash near Plymouth), it was on a KTM that John first went rallying. Already in his thirties and having achieved plenty of enduro success (he was fourth in the 1993 4T world champs), he felt his racing needed a new direction and John headed out to the desert. It quickly became apparent that his extraordinary bike skills - particularly when muscling 200kg of fuelled-up rallye bike - were well suited to the high speed action of desert rallies.

Sixth place in the 1998 Paris-Dakar on a privateer KTM made the



factories sit up and take notice of this amusing and energetic Cornishman (nicknamed Pasty by his mates), and although he got a certain amount of factory support from KTM, it wasn't until John signed for BMW in 1999 that a full factory ride was made available.

The 2000 Dakar Rally was a disaster for John, a crash in the early stages put him out of the event and a disappointed Deacon flew home early to begin building plans for further attempts at the race. Although he had measured success in other rallies, it was the legend of the Dakar which meant most to John. By now he had built up excellent working relationships with the race organisers TSO, and helped co-host the UK press conferences before the event.

BMW's faith in John paid off this year when he brought the big 900cc Beemer home in a superb sixth place at the 2001 Dakar Rallye. Not only was he the highest placed BMW rider, twin-cylinder rider and British rider, but he was also the first non-KTM rider to reach the finish in Senegal.

John's association with TBM began not long after the mag was launched in 1995. He regularly featured in the pages of the magazine and was an excellent point of reference when it came to finding out how to get the best out of a big thumper. Only a couple of weeks ago the TBM crew spent the evening drinking with him in a London pub where despite feeling off-colour, John lasted the full performance. His enthusiasm for the sport, his lust for life and his jokey demeanour meant John had many friends and supporters (his Dakar website received thousands of e-mails every time he went rallying), and his abilities eventually attracted the attention of the mainstream press - featuring him in the Sunday papers on more than one occasion.

Despite a hectic work schedule of bike testing, and public appearances, not to mention his love of racing (enduros, moto-X, rallying and even the odd supermoto) which kept him away from home for much of the time, 38yr old John was a confirmed family man, and enjoyed the close support of his wife Tracy and two young children James and Zoe.

More recently he had taken on the challenge of jointly running BMW GB's off-road training school in south Wales (along with TBM's Si Pavey), where a number of riders had found John's irrepressible charm quite contagious.

Sadly for us, the sport has lost a larger than life character, a true champion and Britain's best ever desert rallyist. RIP JD. **Si Melber**

SNIPPETS

★ Want to find out where you can or can't legally ride in Wales (and which of the trails are still subject to Foot & Mouth restrictions)? Visit www.cw.gov.uk, for a complete list of open rights of way in one of the most unspoilt parts of the country, and plan your next trail riding weekend with confidence...



ENDUROSE

le 1^{er} enduro féminin - en Beaujolais

★ Oh those naughty Frenchies... This is how our Gallic chums recently advertised a female-only enduro (the Endurose) which attracted an all-female entry of well over 100 riders on one sunny day back in July...

★ Regs are available for the YAMAHA supported Hafren Rally which takes place 6/7 October at the traditional Sweet Lamb stages Near Llanidloes in mid Wales. Specially designed for trailbikes the event will continue the popular two-day format with the club also accepting Sunday-only entries. Cost will be £55 for both days, £30 Sunday only. And there's a superb social evening (with buffet) planned for the Saturday night. More details from Marianne Walford on 01686 430522.

★ Top British enduro rider Ady Smith has released dates for a number of enduro schools he's running during the autumn, now that Foot & Mouth restrictions have been lifted in certain parts of the country. The dates are as follows: Sept 7/8 Maiden Newton (Dorset), Sept 29/30 Brereton (Staffs), and Oct 13/14 Benington (Herts).

The cost of the schools are £85 for both days or £60 for a single day, and the schools aim to cover various aspects of riding technique, training and preparation to help turn you into a better enduro rider. Riders use their own machinery and can book themselves onto the school by calling 01283 813760, or phone Ady direct on 07779 418336.

★ Various ideas are being proposed for a John Deacon Memorial Rally, but we'd like to suggest a 'JD Classic' along the lines of the Lalay - but down in Cornwall. How about it?



Radical new VORs



2002 VORs have a totally new look...

As revealed last month, the new 2002 VOR enduro bikes have been released and the changes go more than just skin deep. With the adoption of electric-start on all the enduro bikes together with a new perimeter frame (or *perimetral frame as VOR like to call it!*), plus just as importantly, oil-pump lubrication, we reckon VOR have taken considerable steps in the right direction.

The all new *perimetral* frame is made of 1.5mm oval box-section chrome-moly steel together with a removable alloy rear sub-frame. This in turn has allowed a repackaging of the bike's essential components. The new slimline tank sits between the frame-spars and also extends under the seat on the right hand side, providing a lower centre of gravity but still a full 9L capacity. This has allowed VOR to use a much smaller primary

fuel tank (in the traditional place) and together with more forward-mounted radiators and a long seat, should make for much easier cornering than with the older (wide-tanked) models - one of the main points we felt needed addressing when we tested the 2001 VOR in our 400 shootout last month.

This means the air-filter now sits under the left hand side of the seat, which despite the underslung fuel tank is actually slightly lower than on the outgoing model. There are also changes to suspension and brakes with the adoption of Paioli units front and rear. The 46mm USD front forks have 295mm of travel whilst a rear linkage compresses a new Paioli shock absorber with both high- and low-speed compression damping and 315mm of travel.

Also new is the adoption of KTM style

'Wave' discs front and rear - the front a whopping 270mm in diameter. These discs (which don't appear on all the pre-production bikes in the photos), are claimed to be better in muddy conditions.

There are other changes as well including updated plastics and styling, a modified swingarm, a slightly shorter wheelbase together with numerous engine mods which VOR claims help the new bikes produce even more torque. And there's new capacities to chose from. Apart from the regular 400 and new 530 (actually 525cc), there's an 'over-square' option of a 450cc model (445cc) using the bore of the bigger bike with the stroke of the smaller machine (with a high 12.2:1 compression ratio).

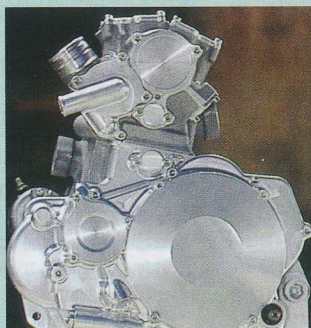
A supermoto VOR will also be available using the new electric-start, oil-pumped engine but in the older '01 chassis. Whilst finally VOR has confirmed that it is working on a radical new electric-start 250cc engine (see separate story for details).



sequently mechanical stresses) within what VOR call 'contained limits'.

Despite its short stroke, the VOR designers claim the engine has quite a long con-rod (to reduce the amount of sideways thrust on the piston and keep frictional losses to a minimum), while the specially designed lightweight forged piston runs in a traditional NiCaSi liner. Lubrication for the dry-sumped motor will come in the form of twin oil pumps, (F1-style); one of which pushes oil around the engine while the other recovery pump (three times more powerful) helps avoid the crankcase pressure build-up which occurs (particularly in high revving engines) every time the piston descends.

VOR wouldn't confirm whether the 250 would come fitted with fuel injection, but the near vertical inlet tract allied to VOR's new perimeter frame opens up the possibilities of a high, forward-mounted airbox. We look forward to seeing the outcome...



bore. That makes for a whopping piston area allowing the use of narrow-angled big valves (32mm inlet, 26mm outlet), and lets the engine rev to 13,000rpm, whilst at the same time keeping average piston speed (and con-

VOR 250 Arriving

In an unusual move, VOR has released details of its trick new 250cc four-stroke dry-sumped engine, nearly a year in advance of its predicted debut.

The new 249.8cc machine is based around the now traditional gear-driven SOHC layout but with some unusual engine architecture. The super-compact liquid-cooled, four-valve single-cylinder engine has a barrel which is slanted backwards slightly and utilises a 'reversed' head design (ie inlet at the front, exhaust at the rear) in much the same fashion as the American Cannondale. The stroke/bore ratio of (0.577) is a first for a motorcycle engine and comes about from using an exceptionally short 47mm stroke with a huge 82mm

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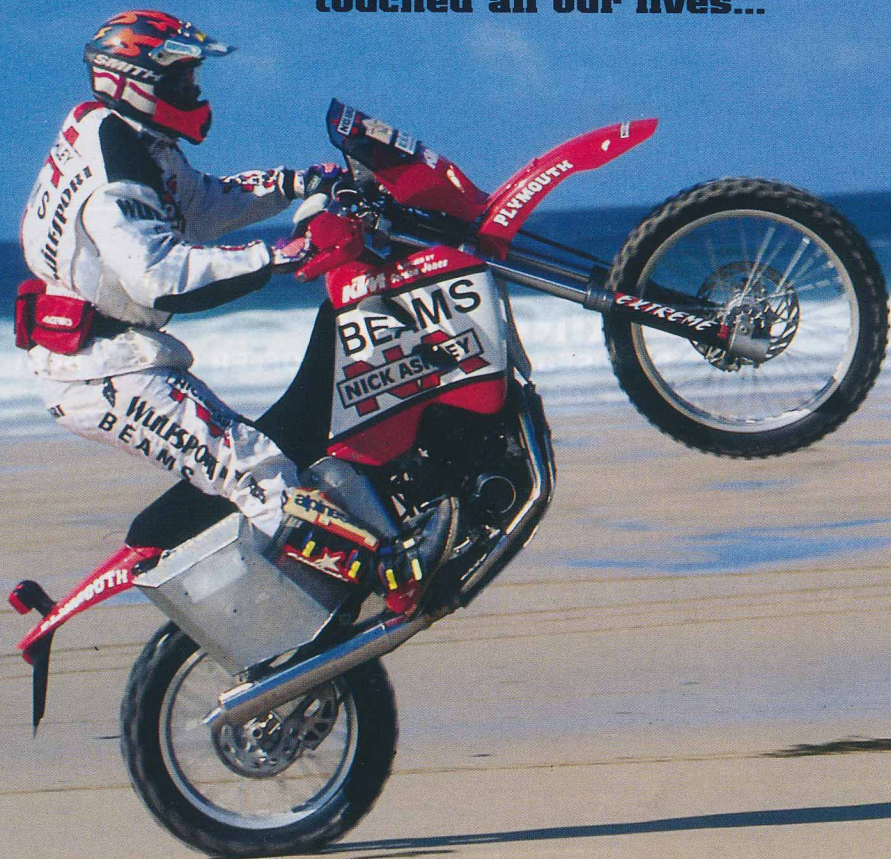
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DEAKS

Remembered

Paul Blezard on the big man who touched all our lives...



I couldn't believe it when the ed phoned with the sad news. JD dead? It's not possible. Not JD, surely? I thought the bloke was indestructible. After all, he'd shrugged off hitting a car head-on in the '97 Dakar and gone on to finish the event. And he'd survived a flat-out endo in the 2000 Dakar which wrote his bike off. I left for France a few hours later hoping that somehow the bad news had been exaggerated and that when I got back Deaks would still be with us. Of course it was not to be. John Deacon's number was up after all. And I've been thinking about him ever since.

I first met Deaks in the inaugural Cambrian Rally at Easter 1994 when he won the event at a blistering pace in the pouring rain on a KTM 620 sponsored by then importer Gordon Jones. He went on to win the British enduro championship outright the same year and had a crack at his first North African rally, the Tunisie, in '95. But I didn't really get to know Deaks until the autumn of 1996 when the editor and I spent three days with him down at his old Plymouth shop shooting footage for TBM's *Go Trail Riding* video. By that time he'd had his first, ill-fated crack at the Dakar and had started his Adventure Tours trail riding weekends in Devon and Cornwall with colleague Jeff Phelp.

Deaks showed us the local lanes and put up with having his shop full of film crew with good humour and very little reward since for reasons best known to himself the video director missed the opportunity of getting an interview with Britain's best known rally rider while we were down there. Thankfully I was able to make good the omission in early '97 when we finally got John on camera at sponsor Nick Ashley's London clothes shop. By that time he'd become the first British rider to make the top 20 in the Dakar on a KTM that he'd extensively modified himself.

We talked for nearly an hour on film, which had to be edited down to only 15 minutes for the video. I've just been watching the tape. He seems strangely nervous now, compared to the relaxed and confident public speaker that he became in the last couple of years since he got his BMW contract and began touring the country as a roving ambassador for the German firm. But he had a hell of a tale to tell. How he'd dislocated his

John Deacon enlists the help of former Dakar winner and race organiser Hubert Auriol. Later on they would work together to promote the rallye...



right shoulder in '96 and ridden in soft sand and agony for over 50kms with his shoulder out of the socket manhandling the 500lb beast with nearly ten gallons of fuel in the tank. A doctor mis-diagnosed a broken shoulder and told him he'd have to retire when in fact if they'd got the shoulder back in he probably could have continued. Pulling out of that first Dakar hurt him far more than his injury ever did.

So in '97 he took no chances and made sure above all that he would finish, coming in a careful 17th when he knew he could have made the top ten, even on a private bike. But he had a couple of moments of glory, first doing a live commentary as he rode with the TV helicopter on his tail and then, a few days later, on the final mass-start blast down the beach to Dakar when he overtook Peterhansel and Sotelo to hit the front as the helicopter flew above them. But Deaks also spoke warmly, and with genuine admiration, about his friend Ian 'Bomber' Graham, who he said made up for any lack of riding skill or equipment with steely determination to get to the finish. With the cameras packed away, Deaks also told me about the mad celebratory night on the town in London that Nick Ashley and friend Ben Shuckburgh had taken him on when he got home. He liked a night out, did John.

Deaks was always a sociable bloke and happy to have a drink and a laugh with the lads and when he took the mickey, he expected to get the same in return. But that didn't mean he wasn't serious about his racing. And he was a lot fitter than many people imagined too, as friend and

DEAKS *Remembered*



In action.
And as
always:
Full Gas...

enduro rival Ady Smith told me: 'I went running with John in Spain before the Spanish world championship round in '93 in the sweltering heat. I thought I'd blitz him, but he was very determined and he just kept plodding away and I couldn't shake him off. He didn't look fit but he was'. And as Deaks himself told me, 'I practised mostly by riding a bike for ten hours a day, but the Dakar is so long and tough that if you could survive the first week of the rally, you'd be fit by the half way stage anyway, no matter what state you started it in!'

Double British Enduro Champion Rob Sartin

was just a young whippersnapper when he rode his first ISDE in Australia in '93 when John was one of the established veterans but he went on to do several ISDEs with John and often shared a room with him. However, when he and JD found themselves racing side by side in a club enduro at Maiden Newton earlier this year he found that the big man had lost none of his competitiveness in his old age. 'I was getting so filled in by his KTM 520 chucking flints at me that I was determined to get past. We were both side by side heading for a narrow gap in the hedge, and neither of us would shut off. At the last moment JD gave me the elbow and I ended up missing the gap and going through the hedge instead'...

In October 1997 I rode one of John's Adventure Tours weekends on my then-girlfriend's BMW Funduro and while I enjoyed the challenge of getting around the lanes with the hefty beast on standard tyres, JD went one better when one of the punter's bikes broke down. He gave me his KTM 620 and proceeded to spend the rest of the morning riding the F650 - with the astonished punter sat on the pillion seat.

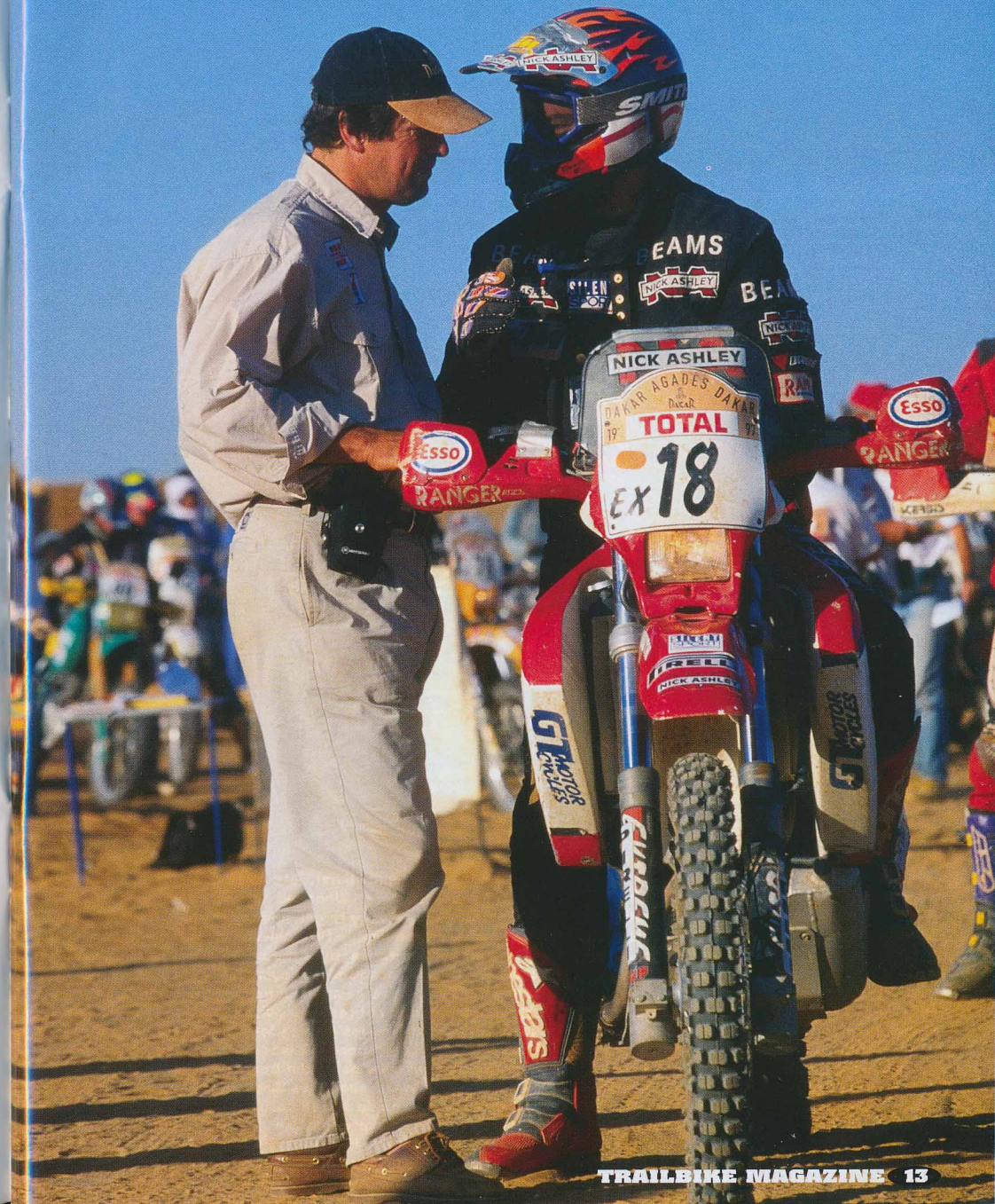
JD spent 1998 with backing from Honda and I was among a number of journos invited down to Cornwall at the beginning of the year to sample the revised Adventure Tours schedule on XRs of all sizes. John had just put together a rather special XR600 with an HRC 630 kit, a subframe and seat off an XR400, and the biggest pair of forks I had ever seen in my life. The carburetion was all over the place and the thing was an absolute animal to ride. I could barely imagine using it in the wide open spaces of the California desert, let alone a Welsh enduro. But Deaks was a master at getting the best out of a thumper. He could throw it around like a 250 and consistently finished in the top five in that year's British championship, going on to win the four-stroke class.

Predictably, some of the journos got well and truly stuck that weekend on some of the trickier trails but JD was always there to give a willing hand, happily heaving them out of the mire or up the impossibly slippery slope which he had just somehow danced up like some oversized ballerina on two wheels.

John wasn't afraid to get his hands dirty with the tools either. In fact he was probably as good a mechanic as he was a rider, especially out on the trail. And in contrast to what you might imagine, he was gentle on his machinery and knew how to nurse a troubled steed to the finish. If his clutch was knackered, he'd think nothing of whipping out a plate, snapping it in half and putting the bits back in so they found enough purchase to get him back to the pits.

Good friend and former world enduro champi-

Chatting with 'Hubert' on
the Dakar Rallye...



DEAKS *Remembered*



Believe it or not this was a beach in Cornwall. It was mid-week in mid winter, late 1996 and JD and Si had gone out to take some photos of John's Dakar bike. Si takes up the story. 'When we got there the tide was out, the sun was shining and I suddenly realised we had a fantastic opportunity to get some great pics. It wasn't the beach at Dakar - but who was to know the difference? I was just loading up the camera when JD came past on the back wheel - standing bolt upright. He wheeled his bike the entire length of the beach which must've been well over a mile. I started snapping away and I could tell that JD was really enjoying himself, carving lurid slides in the sand every time he turned around. This went on for a good hour and a half with me shooting rolls of film while JD just played on the beach. The trouble was we hadn't noticed how quickly the tide was coming in and eventually we got cut-off from the direction we'd arrived. There was nothing for it but to try and ride up and over the big dunes at the back of the beach through incredibly soft sand - it was our only way out. Rallye bikes aren't the lightest of things at the best of times, but two-up with me on the back, together with all my bulky camera gear it must've been incredibly difficult. Nevertheless, JD piloted us through soft sand and steep dunes, till we eventually made it back onto the coast road. And he made it look easy. Next day I got the pics developed and they were excellent. The wheelie shot (on the opening spread of this feature) made the cover of TBM17, and went on to feature in dirt bike mags around the world. JD was chuffed to bits about that...'



Crasher, Deaks and Si (and the TBM van) at the Cambrian Rally in 1996, which JD went on to win

on Paul Edmondson is one of the few people in the country who was faster than Deaks on an enduro bike, but he has great admiration for the big man's ability and for what he went on to achieve in rallies. He told me: 'John wasn't a natural at enduros - he had to work hard for what he got; people would underestimate him but he'd always pull something out of the bag. He did it when we were out in the evenings sometimes too. I remember once we were out at some night-club in a foreign town that none of us knew and JD went missing - but somehow found his way back to the hotel.'

Eddy continued, 'He was a good rider and he found his niche in the desert... He just needed a bit of luck to win the Dakar. I believe he could have done it, whereas I never felt I had the physical stature for the event... John was really enjoying doing the BMW dealer promotions too. He was absolutely thriving and he stayed with us several times on his way up and down the country. I'm deeply shocked by what's happened; It's a tragic loss and it will take me a long time to get over it.'

WTRA stalwart and enduro organiser Bob Jeffries remembers that JD was one of the few top riders who treated organisers like human beings in his championship years. 'He was always pleasant to us, no matter how stressful the competition. John was always good at PR, both for himself and his sponsors and he was good for the sport because he was personable. More recently Bob bought Deaks' BMW GS1150 and spent a memorable day with him at BMW's off road centre in South Wales last June. He says plans are

afoot to organise an annual event in memory of one of Cornwall's greatest riders.

John's soft Cornish burr disguised his intelligence, but that only worked to his advantage. He was as bright and articulate as anyone in the industry - rider or management - and he was his own best PR man. I remember talking to him during the Atlas rally in '97 and he admitted that he'd spent a con-

siderable part of the day's ride working on his 'spontaneous' comments for the assembled gentlemen of the press at the end of the stage. John was a smart cookie, and no mistake.

Although JD made his name on KTMs it was with BMW that he finally got the recognition he deserved, and he revelled in the kudos and the trappings of being a works rider, but he didn't take it for granted for one moment. I saw him the day he got back home after his disastrous crash in the 2000 Dakar when he'd been trying to make up time lost through a melted mousse. John was still in pain from his cracked pelvis but he was still smiling and gave me a blow by blow account of his accident. It was also wonderful to see the pride on his face when he showed me his and Tracey's new baby.

John vindicated BMW's faith in him when he finished as their top rider in this year's Dakar, but even without that achievement I'm sure that they felt that they'd had their money's worth from him through the success of the off road training schools and the dealer promotions. It would be hard to measure exactly, but I'm sure JD helped boost sales of BMWs in the UK, and it's probably no coincidence that the GS1150 is currently the top selling machine in its class.

The last time I saw John was at a packed presentation he did at BMW Park West in London. He spoke fluently, confidently and with great humour to the enraptured audience for over an hour about his rallying experiences and afterwards spent a long time answering individual questions, signing autographs and posing for photos without any hint of irritation or boredom.

DEAKS
Remembered



JD & Blez share a cuppa...

I remember thinking, 'Here's a man who's truly found his vocation and his destiny'. I can't believe I won't be seeing him again. But I do have one even better memory of him though...

I spent the day of the 1999 solar eclipse with JD, which was only visible in its entirety from Cornwall. We left our bikes at the bottom of the highest hill in the county and marched the half mile or so to the top, where there was a party-like atmosphere. We arrived with about ten minutes to spare, and though it was mostly overcast the clouds parted just at the right time. The sky suddenly darkened and we had a perfect view of the moon blotting out the sun. It was a memorable moment and JD beamed with satisfaction as if he'd arranged the whole thing with the Almighty himself. Then we walked back down the hill and spent the rest of the day trail riding with three thirty-something novices who sweated buckets as they struggled to get their bikes up the lanes. JD was a model of patience and good humour even though he could have ridden every lane at three times the speed with one hand behind his back.

John Deacon wasn't a saint by any means, and he wouldn't have wanted anyone to think that he was. But he was a legend in his own lifetime and he knew it, and he loved it and he joked about it. I just wish that lifetime could have been longer. Our thoughts are with Tracey and the children and his family. RIP, you big ol' Legend.

Paul Blez

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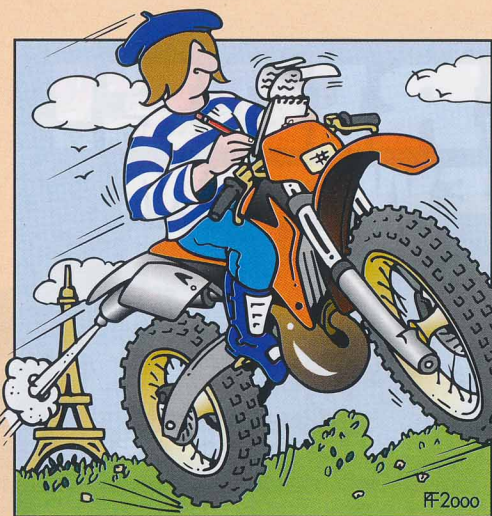
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TALKING *Dirty*

Chris Evans finally finishes an enduro on his new bike...

Hallelujah, hallelujah, halle-bloody-lujah. After my dismal performance on the Rand Auvergne two day enduro at the end of June, my faith in life, enduro racing and my riding abilities has been greatly restored by a solid result in a one-day enduro in Normandy. Suddenly the world is a much brighter place.

Of course reviving my 'competition career' wasn't simply a question of cleaning my kit, turning up and hoping for the best. Oh no! This comeback, like all great sporting comebacks, was minutely planned and carefully constructed so that success, if not exactly guaranteed, was most certainly a strong possibility. No doubt you are all asking, 'How did he do it?' 'How did the talentless lump turn it around and in just six short weeks transform himself from failure to finisher?' Are you all sitting comfortably...? Then I shall begin.

Well first of all I had a jolly good sleep. It wasn't just the Rand that had tired me out, but life in gen-

eral. It is a commonly held misapprehension that flying around bizzo' class to road racing GPs and organising the odd trail ride doesn't actually involve huge effort. Except that for someone with a pathologically underdeveloped work ethic like me, just having to get out of bed early to catch the flights was starting to take its toll. So for at least a week after I got back from the Massif Centrale (where the Rand Auvergne took place) my training programme involved doing very little before mid-day - and not much after it.

Unless that is, you count my waging war against my nicotine addiction. Now having given up more times than Crasher has lobbed test bikes, I realise I have absolutely no credibility in this department. I certainly wouldn't expect you to believe I am actually going to pack in the wicked weed for good. What you will however have to accept is that since the Rand I have only sparked up a couple of times when my resistance was momentarily lowered by alcohol, and apart from that I have remained a fag free zone.

Sadly this has had a spectacularly adverse affect on my calorific intake and like everybody else who has ever kicked the habit, my gut has come out in sympathy. To keep my spreading waistline vaguely under control I've been for the occasional cycle ride, but I can't make any great claims to Olympian form, just letting you know that a few gentle changes have been made.

Finally my first competitive outing on the new EXC400 revealed that the bike needed to be adapted a smidgen to suit my unique ergonomic requirements. Or to put it another way my tootsies had to get closer to the ground. Not as easy as it might seem.

Radical leg surgery aside, there are two established means of helping short-arses approach terra firma - chopping the seat or lowering the suspension. And given that the KTM seat isn't exactly the lap of luxury in standard form, I figured that taking any of the foam away would make it even more uncomfortable. Tackling the rear suspension seemed the only obvious solution. Except that KTM's PDS (Pretty Daft System?) means that you can't just pop in a longer tie-rod like you can with a linkage system, to alter the linkage's geometry - because it hasn't got a linkage. A quick chat with a 'suspension expert' revealed that shortening the

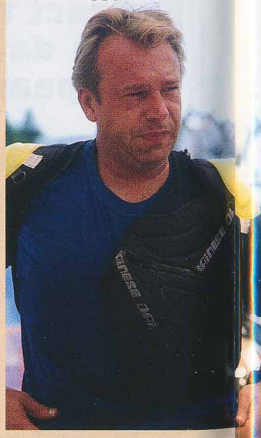
shock wasn't the solution either. I didn't understand a third of what the bloke was trying to tell me but basically it seems that progressivity has been built into the unit using a tapered needle, and that cutting a chunk out of the shock (or even just shortening the spring) would put that taper in the wrong place. Oh dear, can't have that...

All of which meant that I finally and somewhat reluctantly agreed to go under the knife - or rather my saddle did. And I let a friend attack my standard seat with an electric carving knife. What a transformation! Not only can I now get a firm foot down and paddle out of the most precarious situations, the seat has been transformed into one of the most comfortable perches on which I have ever posed my delicate derriere. For a while I was completely at a loss as to explain why this might be - until I realised that in losing height the seat had actually become wider and so more accommodating. This is quite simply the best trail tip any KTM owner could possibly come up with (all KTM seats are more or less the same) and I thereby claim my free bottle of Iponne massage oil (strawberry flavour if you have it in stock).

With all these tweaks to both man and machine you could have reasonably expected me to whip round the course with total ease and in truth my first 80km lap was something of a fingers in the nose exercise. Sadly the second lap wasn't quite so easy. Despite temperatures soaring into the mid 30s (that's 80+F in old money) and the passage of 350 bikes, the water level of the stream section before the first check had managed to rise to seat height and I very nearly joined the hoards of Frenchmen (and one English off-road motorcycle magazine editor, tee-hee) who'd got caught in the mire. As it was I stayed out of trouble by pushing my bike through the deepest parts (pure enduro riders don't understand such trail savvy) but lost so much time in the process that I was forced to go through the check without filling my camel bank with go-juice. After that it became a dehydrated struggle to get to the finish line but in the end I stayed on time and even beat my evergreen rival 'Mad Tone' on one special test.

So all in all a very satisfactory day out - a sort of mission accomplished if you like. The only shame is that I can't see space in my schedule for another such outing before the end of the year. What I can see is a lot of 'quality time' coming up in the generous bosom of the GP hospitality tents. The question on everybody's lips - will I be able to avoid temptation and stay on the straight and narrow ready for an all out assault on next year's French classics? What's needed is motivation - and I think checking out the odd enduro school might be the solution. That or starting smoking again and giving up enduros altogether. Now which will it be...?

'Gizza ciggy...'



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TRAIL Tips

This month, a neat tip for repairing seat covers, a cheap plug holder, some compact tools for your bum-bag, a self-contained air supply and how to improve your bike's spongy front brake...

There's nothing more unsightly than a torn seat cover. Apart from making the bike look neglected, it lets water into the seat which rots the foam and base and leaves you with a wet bum. So Neil Baxter from Heysham in Lancashire begins our tips page this month with a couple of neat money-saving ideas, the first of which concerns seat covers.

Torn seat covers can be easily repaired using Urethane repair adhesive which is normally used to repair diving suits and fishing waders. Rips can simply be glued up, while strong patches can be made and glued over the top (or preferably underneath) the tear. The special adhesive only costs about £5 from most fishing tackle shops and can also be used to repair tears in jackets and gloves etc.

Nice one mate. Neil's second tip concerns spark plugs and vitamins! To keep your spare spark plug clean and dry in your bum-bag, take the tube from a container of Effervescent Vitamin-C tablets (98p from Asda) and cut the tube down to the right size for your plug. The tube starts at 14cm long and 3cm wide so is big enough for any sized plug and even con-

tains a desiccant in the lid to keep your plug nice and dry.'

Thanks for those suggestions Neil. Sticking with bum-bags for a moment, we move on to a tip we kind of sussed out for ourselves when we borrowed some tools off our old mate 'Mad Tone' at an enduro the other day. Tony produced a really neat set of shortie-spanners in the usual configurations (10mm, 12mm 13mm etc). And apart from being nicely made, highly polished, high quality items, they were also extremely compact. The 10mm spanner in particular looked to be no more than about 40mm in length and extremely light with it. This made it the absolute perfect fit for any well-stocked bum-bag. I don't know about you but I always struggle to find tools which keep the weight of my bum-bag down to an absolute minimum, and these looked ideal - though I'd probably only bother carrying the 10 & 12mm ones. Where did Tone get them from? 'Halfords of course...'

Our next tip is one we've seen used at hare & hounds enduros lots of times before, but it's none the worse for that. It's a quick way of inflating a flat tyre without having to use a foot-pump. Basically what it requires is an old fire-extinguisher which is drained of all its water or foam. Next a small hole is drilled at the top of the extinguisher and a tyre-type valve permanently inserted in the hole to allow the whole unit to be pressurised. Finally a coupling is made to enable an air line with a tyre attachment (and preferably a gauge) to fasten to the extinguisher's outlet. And there you have it. A self-contained air-sup-

ply which can be pressurised before leaving for any event and then easily carried out to the pit area. Much quicker for inflating tyres than using a foot pump, and more importantly there's plenty of pressure to enable you to seat the tyre on the rim. We can't remember the name of the bloke who appears in the picture, but drop us a line mate and claim your free bottle of oil.

Finally a great tip for those of you with spongy front brakes. Having loaded your bike onto your trailer or van, secure a cable-tie around the front brake lever and zip it back towards the throttle. Not only will this keep the brake applied while the bike's in transit (and hopefully stop it moving around), but when you get to your destination you'll have a nice strong front brake. Try it, you'll see, it definitely works. Keep those tips coming into us and we'll keep publishing them...



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SOLE IMPORTERS



Dear Trail Bike...

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JD Remembered...

Dear Si

Heroes come and heroes go, but none bigger than JD. The cover of the next mag ought to be black.

In much sympathy for all his family and friends.

J Reader
Tring, Herts

Dear Sirs

A Tragedy
I recently had the good fortune of meeting John Deacon whilst working in Saltash. He is not the reason I came back to motorcycling, but he is the reason I chose trail riding. Never have I met anyone so unaffected by their status in their sport as he was. He was very happy to talk about the sport and the preparation for the rally that took his life.

Tomorrow I fly to Andorra to ride with Moto Aventures. John told me we would all enjoy the experience and asked us to say hello to the lads there.

I no longer look at this as a holiday but as a dedication to a



great man - the hard man of enduros: John Deacon. My heart goes out to Rob (his brother), and all the rest of his family at this time.

Graeme Searle
Gosport, Hants

SuperMoto 1

Dear TBM
Great mag as always, so straight to the point of my letter (re Two by Four & Track & Field, supermoto articles in TBM71). A fellow company director and I (together with my son) managed to 'blag' our way onto the dealer launch of the new CCM R30 supermoto bike which also included an SM track-day at the Three Sisters track in Wigan.

What can I say? If any reader out there has never tried SM, do it soon, it is awesome! The levels of grip, lean angles and corner speeds are mind blowing. Never mind knee down around roundabouts at 30mph on my Honda VTR1000, this is a pure adrenaline rush. Being an advanced rider (in years only), I kidded myself that I'd take it easy after watching the first group blast out for their practice session, but after about three corners the red mist descended and despite leaving the pits dead last, I managed to overhaul about half the riders who went out before me.

A couple of things I would recommend to any rider trying SM for the first time: wear an old/cheap set of leathers, an MX type lid, and definitely wear strong off-road boots (as I did). My son wore his road boots and managed to low-side his bike -

resulting in a compound fracture to his 'tib & fib' and a trip to Wigan Infirmary. To add insult to injury, the paramedics had to cut off his right boot and his leathers, plus his nice Biaggi-rep full-face lid was a write-off.

Despite the broken bones, both myself and my son are 'gagging' for another SM session. I've already flogged my trusty CRM250 and I'm agonising whether to sell my VTR as well and go with a full-on road-legal SM bike (CCM, KTM etc), or do I get a middleweight 400 off-roader (DR-Z, XR etc) with a set of 17" rims, road tyres and brakes to have the best of both worlds.

What do you guys reckon?

Colin Hollister
Bristol

We reckon you've found yourself a new sport Colin. Flog the road bike and get yourself a CCM/KTM for road and track, and a DR-Z for the dirt.

SuperMoto 2

Dear TBM

With nearly 150bhp at the rear wheel, modern hyper-bikes have become too much for our congested roads. So I have decided that supermoto is the way to go, and showing up race-reps is going to be my aim.

I have £10k to spend, but I just cannot decide what to buy. The CCM 640RS seems great, except for its old-fashioned, low-tech, vibratory engine letting it down (especially when it costs £6k). Duke? What tuning extras are

available and proven to be successful? Or what about a new XR650R Honda with 17" sports wheels and sticky tyres?

Can you come up with a £10k package for me - something powerful, light and reliable. Not bothered about make, colour, economy, two seats, street cred or anything else. So long as it goes, handles stops and starts brilliantly. What d'ya reckon?

I Neal
Felixstowe, Suffolk

I reckon you'd be hard pushed to spend ten big ones on a supermoto mate. Nevertheless the Husky NOX springs to mind as the meanest, baddest, most expensive factory supermoto. Otherwise the latest Duke in red and black looks the dogs, as does the new CCM R30 There are plenty of tuning parts available for both these bikes while the CCM in 640 trim is no more vibey than the Katosh. Or if you want something different, how about one of the new Husaberg FE650s with electric start? Whichever you go for, you're going to get plenty of change from £10k for any tuning work, new leathers, lid etc and still have a bit left to play with...

SuperMoto 3

Dear TBM

I feel compelled to write a letter to congratulate you on your tests and features on supermos. I know as a general rule they are not strictly trail or enduro bikes, and perhaps some hardcore off-roaders may not like this addition to your well-written mag, but I for one welcome their appearance in the pages of TBM.

I've recently converted to a Husky 610 having sold my beloved and temperamental Ducati. Having ridden every

sort of off-road machine in my youth I switched to road bikes, but a few months ago I tried a Husky supermoto and was hooked. Having been to a few supermoto races to see what it was like, I'm going to take the plunge and start racing next year - though probably on a two-stroke as the big Husky is a bit lardy to chuck around. So keep up the very good write-ups and excellent reviews (both supermoto & others) and cheers lads...

Carl Gibson
Saltburn, Cleveland

No problem Carl, matter of fact we've received no complaints about our supermoto coverage - just plenty of praise. TBM has always included supermoto within its brief, and we've been testing SMs for as long as the mag has been going.

Overlanding Underpublicised

Dear TBM

Thanks for a very enjoyable magazine, I have been reading it on and off from about issue 18. However since then I've been disappointed to see less and less of your readers' long distance overland experiences being printed. I obviously realise that if no-one is providing you with stories, then you have none to print, but maybe you don't feel the need to print such things, or feel that the magazine is not really aimed at the leisure holidays side of trail bike riding? Unfortunately this sort of article doesn't seem to feature too much in any of the motorcycling press.

I do accept that you have the Out of Africa column, and that you take groups of bikes out to Europe for testing, but wouldn't it be nice to tell the tales of some intrepid travellers and their

experiences, in order to encourage the likes of me to get up and go and do it.

Could you provide hints and tips on kit, methods, tyre choice, riding style for economy etc for the long distance traveller? Perhaps you don't feel this is within the area of interest of the magazine, but I think there are lots of people just dying to buy a big trailie and take to the road - if only someone inspired them.

Finally, what about a follow up article to the one in issue 41 on the Highland 950? I always wondered what happened to that brute.

Jim Christison
Brighton, Sussex

Thanks for your letter Jim, you're absolutely right to say that not enough of these stories are sent to us, but completely wrong to assume that it's outside TBM's brief, or our own personal interest. Overlanding (or long distance travelling) is, and always has been, part of what makes up the broad church that is TBM. Not only do we encourage readers to undertake such trips and then send us their reports, but we regularly feature such articles when they are sent to us - see the Dubai and Scotland articles in this issue both of which were sent in by readers. Whilst many of TBM's regular contributors have also undertaken such trips in the past (notably Alex Marr, Neil Pidduck, Clive Garnham, Chris Scott etc).

You mention that you read the mag 'on and off' so maybe you missed the fully equipped overlanding bike we featured in the February issue, while last November's TBM included a ten-page article on how to tour Morocco including tips, contacts and essential reading. More recently, in answer to your comments about trail riding holidays, we've despatched

Dear Trail Bike...

correspondents to various parts of the globe including Andorra, California, Iceland and (shortly) South Africa and Canada, to report back on trail riding holidays, so I'd like to think we've got that area covered.

We can't force readers to send us their stories, but we can (and do) encourage them to undertake such a trip and report back about it afterwards. Just occasionally we get a story sent in which we can't use because it's either been published elsewhere (on the internet for instance), or because the photos are too awful to print. Remember we can't go back and re-take the pictures!

Nevertheless we'll take this opportunity to remind readers that we do accept well-written, informative unpublished trail bike travel stories accompanied by good, varied photos (with a stamped self-addressed envelope). And we pay for those we publish. In the meantime look out for a great Morocco touring story sent in by one of our readers which we'll be publishing shortly.

Finally, the Highland 950 Outback tested in TBM 41 disappeared without trace shortly after it was launched. Frankly it was pretty ill-conceived: it was just too big, too heavy and far too expensive for most people's tastes. Needless to say it found few takers...

Beta Buy One

Dear TBM

I currently ride a ten year old BMW R80RT which fulfils most

of my motorcycling needs, but at the ripe old age of 52 I would like to try some off-roading. Nothing too strenuous to begin with, just some trail riding and green-laning for recreation.

Having discovered TBM in February (issue 66) it seems that the majority of riders use one of the Big Four Jap machines or a KTM for their off-roading with most being between 125-400cc.

My initial inclination was towards the XR250 as its reputation is well documented. But having looked at both a 250 and 400 at a local dealer, my problem was with its seat height (or more importantly my 29" inside leg measurement). Then in the July issue of TBM in the snippets column of the news pages was mention of the Beta Alp 200 - a bike which you described as 'excellent'. This set me wondering if it might be a better bet for me as an older beginner, especially as I am more inclined towards trials than the more enduro-inspired XR range.

It looks relatively simple (air-cooled, four-stroke single) and I would be quite happy to do my own maintenance - assuming reasonable spares availability. It looks agile and light enough and capable of some road use, and what's more the seat height being more trial-biased looks lower. The problem is I've no independent information on it. Can you help?

Whilst I realise that recommending the ideal bike is nigh impossible, can you tell me anything about it so I can make an informed choice? Is there a back issue featuring the Beta?

Thanks for the magazine, it

has opened up new possibilities for my riding enjoyment.

Keith Mitchell
Bourne, Lincs

You've come to the right place for independent information Keith. Judging by your letter, we reckon the Beta Alp was built just for you. It is indeed excellent: small, light, very low and easy to ride both on and off road. Beta has an excellent trials reputation and this bike is powered by a small reliable Japanese (Suzuki) powerplant.

We've tested it twice so far; firstly back in August last year (TBM60), then again in January this year (TBM65) when we ran it back to back against two of our other small-bike favourites - the Yamaha Serow and Gas Gas Pampera. That issue also contained our annual Bike Buyers Guide with information on all the new and used dirt bikes. Both back issues are still available by sending postage stamps (or a postal order) to the value of £4 for each one to our usual address. Finally we've had a word with the bike's importers and if you call them on 020 8665 9994, they'll sort you out a test ride. Welcome to the sport, Keith...

Cheap 'n' Cheerful

Hi Guys

Thanks for the excellent magazine - a good handle on all the latest equipment, but not forgetting the real world of us 'broke' people. I recently purchased a 1992 Kawasaki KLR250 after

some research and a short test ride. Certainly there must be lighter machines to pick out of the dirt, but the real purpose of the bike was to act as a road machine for my son who is restricted to 33bhp for the next two years. I was impressed by the comfort and the amount of go (compared to his old KH100), but now we need your help.

It is very unlikely that the machine will ever be used off road, so we would like to bias it more towards tarmac.

We have dropped the front forks by about 30mm, and lowered the rear end on the adjuster to make it a little easier to get on and off the bike. We would now like to stiffen the front forks a little, improve the front brake and put more tarmac-oriented tyres on it. All mods to offer some improvement whilst being economic and preferably reversible.

Can you suggest mods to the forks and possibly the brakes. We have fitted new EBC pads and will buy a master-cylinder and caliper renovation kit, and possibly change the flexible hose to a braided pipe.

As for tyres what do you recommend? We might be prepared to go to 17" on the front wheel to increase tyre choice. Could we do this by using a rear rim rebuilt onto a standard front hub, possibly obtaining the hub and rim from a breakers? Would this work and be effective or could we achieve a good tarmac tyre choice without the change?

I realise that it would be very easy to spend a lot of money on inappropriate modifications - we are under no illusions as to the nature of the machine - hence no mention of expensive replacement rear shock or any engine modifications.

Hope you can help point us in the right direction please...

Richard Jamieson
Weymouth, Dorset

First of all Richard I've always found the KLR250 to be a fun trail bike. Perhaps a little underpowered for its weight maybe, but reliable, economical, and virtually unburstable. Bearing in mind your needs to keep the cost down, I don't think I'd bother going the 17" wheel route (on the front end). Apart from the hassle of trying to find one and making it fit (a rear wheel would almost certainly be too wide for the forks and brake), you may end up with something worse than you started with, and will certainly devalue the bike. No, the best bet is to stick with the 21" front wheel and set about improving the forks, brakes and tyres.

The biggest problem you've got with the KLR is the amount of fork flex. I'd start off by investigating ways of making up a fork brace. As the KLR uses conventional forks this shouldn't be too difficult - you might even find one off an old road bike which will fit (or could be adapted). Having sorted out the flex, the two simplest ways of stiffening the front forks are to use heavier weight oil (leaving slightly less air gap than the manual recommendations), and to chop about two inches off each of the fork springs using an angle grinder. You then have to make up a spacer equivalent to the amount of spring you cut off, and insert this above the springs. You should find this makes the front end a lot better.

As for brakes I think you've pretty much got this covered. Strip and clean them thoroughly (including cleaning up the front disc with brake or carb cleaner). Buy and fit a seal replacement kit for both caliper and master cylinder. Fit new pads and shoes at the rear (I assume it's drum braked at the rear?). And finally a braided hose will help get more feel at the lever. Don't forget to use

brand new brake fluid when you rebuild it all, not the stuff that's been sitting at the back of a shelf in your shed for the past ten years!

For tyres I'd try and find a pair of Avon Gripsters, which feel good on the road. I believe these are no longer made, but you'll probably still find them in stock in a few places.

Finally, the last thing I'd recommend is that while you've got the front end apart, check and make sure that the head bearings are still okay. At the very least a spot of grease in these wouldn't go amiss.

That little lot won't cost all that much but it will improve matters and keep the bike saleable for when your son wants to trade up in a couple of years time. Good luck...

More Mistakes, Please

Hi TBM

I see from the last issue that some folks have been moaning that their old ads were repeated accidentally. Personally I'd like to say thanks very much for the balls-up as your mistake led to me selling the CR I'd advertised some months before!

Now all I've got to do is sell my trusty XR500R and then I'll be in the market for a recent XR. Talking of which have you ever run a Used & Abused second-hand buying guide on the good old XR250? I've looked through the back issues list but can't seem to find one listed...

Gavin Randall
Heamoor, Cornwall

No, but we're working on it Gavin. Incidentally, you're the third person that's told us they've benefited for our Classifieds cock-up. Perhaps we should make it a regular occurrence...?

Quick
Blast



Clive Garnham tackles a two-day enduro on the new 2002 KTM 250EXC and likes what he finds...

Like a wizened grey-bearded dirt biking dinosaur, I can still remember right back to the days of unreliable dirt bikes. The things did actually used to break down completely back in the bad old days! At the forefront of all these mechanical failures back then were the Europeans. Showing a clean pair of heels to the Japs when it came to producing hand-grenade pistons, total loss ignition systems ('er... I've totally lost my spark!') and self destruct cycle parts that were destined (or designed) to spread themselves around a large part of any enduro course!

Back then, a Euro rider's toolbag had to contain sufficient tools to rebuild virtually everything (including the gearbox) by the side of the track, and the choice of what spares to carry was a lottery decision that went along the lines of: '...well the throttle cable hasn't let go for three months, but then again the gear lever hasn't dropped off for two...' Of course you would end up carrying the spare cable *and* the gear lever only to have the back brake fall off instead!

Without a word of a lie things got so bad with my infamous Maico-Breako that I took to carrying an impact driver, flywheel puller and spare flywheel keys in an attempt to never again get stuck in the bottom of a Welsh bog 110 miles into a 120 mile enduro, with no sparks from yet another sheared woodruff key! I stopped short of carrying the hammer to hit the impact driver, as there would always be either an old sheep's skull close by or the discarded cylinder of a long-dead

2002 KTM 250EXC 2T

Moto Gori to use as a blunt instrument!

In those days KTMs were there or thereabouts too, with dodgy build quality and eccentric design. You would either see them being pushed back across the course with entrails hanging out like a wounded impala, or some whizz kid would manage to keep one together long enough to somehow scrape a win. You could sit blindfolded on an Eighties bike, fire it up

and know immediately that it was a Euro, there was a gulf between the raw unsophisticated functionality (that was when they were actually functioning) of a Euro and the smooth easy starting, vibe free, clean carbureting Japanese product. The fact that the Japanese product would still be running as smoothly at the end of the season was like salt in the open wound of all of us who optimistically bought the (allegedly) faster European tackle.

Transport me from the Eighties to the year 2001 and drop me blindfolded onto the new generation of Katosh however and the story is of a complete transformation from those dark days. Firing up the pre-production 2002 KTM 250EXC (basically a 2001 with black rear plastics) on the start line of the Rand Auvergne in France and I could have been sitting on any Japanese machine. Take the blindfold off and the revelations would continue. The neat back-lit digital speedo, quality

switchgear and light hydraulic controls are de-rigueur for a 21st century enduro bike. Look further to the frame guards, adjustable power valve, the profiled disc rotors and what you find is a well-equipped, fully functioning Euro enduro. Woah... How times have changed.

The reason I mention this now after so many KTM tests in TBM over the years, is that slowly and imperceptibly the KTM factory has dragged itself from those inauspicious early days to the point where I think we can confidently say that they have virtually matched the Japanese product for specification and quality in a number of key areas; while in terms of quality components and specification, they're light-years ahead. Okay, there's some things the Japanese build very well (engines in particular), but the Euros are catching up fast.

This was brought home to me when I first rolled the throttle and snicked the gear lever through the five ratios hidden in the KTM's cases. The engine was smooth and vibration-free, the power delivery was silky yet always seemed strong whenever and wherever I needed extra urgency. For years the venerable Yamaha WR250Z stood out as the enduro yardstick for engine makers to aim at. A smooth tractable engine yet still with the ultimate burst of power necessary to win championships. Is the KTM as good? Well it's certainly more powerful at the top end, and if it doesn't quite have the sheer grunt of the WR off the bottom, it's a close run thing. Moreover you can tune the KTM to perform pretty much how you want. A small screw-driver is all you need to adjust the actuation of the power-valve governor located on the lower right hand side of the motor. Very neat. Such was the versatility of the power delivery however that over the

No doubt, KTM build purposeful-looking enduro bikes...



Above: The KTM cockpit is not only nicely laid out, but also adjustable to the individual's requirements...
 Below: Tipp-ex numberplate came from the creative hand of deputy editor, Clive. Nice touch with the little TBM at the bottom, mate...
 Right: EXC motor is a real beaut - smooth & torquey.



course of the two days I simply didn't feel the need to meddle with it. As stock it was set-up just right to offer a good balance between lugging bottom to midrange and a quick-fire top-end. Okay I should have twiddled the adjuster purely for scientific reasons, but I'm afraid I was just enjoying riding the thing too much!

That's not to say the 250EXC hasn't got its niggles. In fact the very thing that used to be the selling point of KTMs of old, and a real asset right through to just a few years ago, is now one of the main gripes. The WP suspension has simply been overtaken by the rest of the suspension manufacturers and had me reaching for the screwdriver at every fuel stop on the two day race (and we're talking five stops a day here). The action front and back (as stock), is set up for a very fast, fat bloke. Unfortunately I only qualify on one of those counts, and found the spongers front and back to be uncomfortably harsh, lacking any real compliance on the plentiful rocks of the tough French course.

Towards the end of the two-day race I finally ended up with all the damping adjusters, front and back, wound out to their softest settings. And although the suspension was much improved on its day one performance, the action was still not up to the sort of standard that some of the



Austrian marque's competition are achieving in the hot 250 stroker class (ride a Gas Gas and tell me I'm wrong...). Despite having my 90kgs of bulk on board, and regardless of the damping adjustment, the suspension still felt oversprung for the clubman/expert rider - a problem which used to afflict all KTMs a couple of years back

KTM

250EXC 2T

Quick Blast



Clive puts the finishing touches to the bikes in preparation for the French two-day Round Auvergne enduro...

and which we thought the factory had finally dialled out.

Fortunately we know the USD WP forks can be made to work better than that and although the PDS rear suspension system is ever improving, deep down I still have reservations about its performance after two or three hours of hard riding. I feel that this system is susceptible to fade on more demanding surfaces, providing a deteriorating ride quality as the day wears on. However the big advantage of the PDS system is in the total lack of time consuming maintenance required for the linkless system, something that the slothful TBMs are very much in favour of!

All UK spec KTMs come delivered with Bridgestone Gritty tyres. Although Bridgestone make some excellent tyres... the Grittys aren't among them! One of the first jobs before lining up at the start in France was to whip off all the tyres and replace them with better FIM enduro



Fuel cap mysteriously came adrift...

tyres and mousses. This done the cornering manners of the bike improved tremendously though if it wasn't for the EXC's tendency to head-shake on the quicker bumpy sections of the course, I would have liked to have raised the fork tubes in the triple clamps to help tighten the steering up for the five windy grass special tests each day! The tests were such a contrast to the rest of the

more open going that it also made gear selection a problem, requiring a lot more use of first gear, which meant I was constantly shifting through the difficult first-neutral-second shift, then back again, whereas out on the more open going the ratios seemed perfect.

Jumping on the brakes diving into the multitude of tight corners in those winding specials showed just how good the KTM's Brembo brakes are! When you first hop on a KTM everyone's reaction is that the rear brake is actually too strong and abrupt, but having lived with these brakes on my own 125 for a year, I can vouch for how quickly you get used to all that stopping power. First class. Additionally KTM's standard brake pads used to be about as hard wearing as fudge-cake, however now they feel much more reminiscent of my mum's scones - rock solid. And it won't surprise you to know that both front and back pads easily lasted the two days and still provided excellent power and feel. Another improvement.

Another commendable feature of all of the current crop of EXCs is the ability to adjust the handlebar position. With forward and rearward mounting holes and reversible clamps the rider has four choices of handlebar clamp location, ideal for the taller rider! So with the bars

in the most forward upright position there was plenty of room for my gangly 186cm frame. Additionally with its light, good quality controls a very slim mid-section and good fat footpegs it's one of the more comfortable machines available on the market.

So what didn't work in the course of the two-day test? Well the speedo magnet dropped off the front wheel almost immediately, rendering the neat speedo/odo useless. I've never heard of this before and generally they are pretty reliable units. We also encountered a problem with our fuel cap, which dropped off and flapped around, only held in place by the vent pipe. So whilst getting my crotch splashed with fuel at 30mph on a bumpy track I threaded the cap back on, only to have it drop off again a few miles later. As I was in a hurry at the next fuel stop I simply grabbed a plastic bag and used that to pack the threads in the cap enough for it to stay on tight to the finish. Further investigation revealed that it was a displaced seal that was preventing the cap snugging up properly, but watch out for it.

Talking of petrol tanks - have we mentioned recently how much we here at TBM love clear

tanks? (*Only about a thousand times - ed*). Again the Euro's are leading the way with TM, KTM and to a lesser extent Gas Gas (theirs is only three-quarters clear), showing the Japanese manufacturers that practicality needn't suffer for style!

So what we've got here is a superb all round package that would require a little fettle to set the bike up for the individual. I would suggest that you may have to invest in another set of fork springs and some time playing with oil viscosity and levels to achieve a more compliant suspension. Thereafter you have got a supremely competitive machine with great details and superb quality of finish.

How does it compare to other 250s? Well it's somewhere in between the soft and purposeful Gas Gas and the hard and edgy TM, though it's nearer the TM than the Gasser. engine-wise it's nearly a match for the Yamaha YZ250 at the top, but with a much more linear and enduro-friendly bottom end and mid-range, which helps the Katosh score grip on those ever-so-slippery grass special tests beloved of the French. And of course it's much better equipped than a standard YZ (as it should be, costing £4395).

KTM claimed the overall and 250cc World Enduro Championships this year with a version of this bike, so the factory are well aware of the balance of power, speed, rideability and most importantly reliability required in a top-line enduro bike. As a lighter, quicker-steering more explosive alternative to a 400cc thumper, the 250 two-stroke still has a place in the enduro firmament. And the KTM is arguably top of the pile.

So where did I place in the French event? Well let's just say I beat 360 riders, but missed the podium by 135 places! Of course I would've been much quicker if it wasn't for the weight of all the tools I was carrying in my 'Special European Enduro-Bike bum bag'.

Boy that impact driver weighs a ton. Some habits die-hard you understand...

KTM 250EXC

Price:	£4395
Engine:	Liquid-cooled, single cylinder two-stroke with adjustable power-valve
Displacement:	249cc
Bore & stroke:	66.4 x 72mm
Transmission:	5-speed
Fuel capacity:	9.5L
Seat height:	925mm
Dry weight:	110kg (claimed)

Of all the UK's mainland coastline, 69 percent of it lies up in Scotland. Back in August Bruce Mathieson rode his XR400R on a tour of the sparsely populated region of northwest Scotland. These are his thoughts and recollections of one fantastic week in the saddle...

North west Scotland is renowned for its scenic beauty and tranquillity; the sea lochs which penetrate deep inland at the foot of the mountain ranges - some of which exceed 3000 feet - are quite unique in the geography of the British Isles.

The plan was to ride up to the north west corner, then spend the week riding down the coastline, camping and visiting some of the deserted crofts and fishing settlements - the result of the infamous 'Highland Clearances' of the 1800s. I was travelling light with everything I needed for the week (except fuel and food) packed on the back of my XR400R. My anti-clockwise route meant going against the Scottish tradition of doing things 'widdershins'. And this was on my mind when I got pulled on Friday the 13th on the Edinburgh city by-pass for having too small a numberplate. Was it bad luck or a bad omen I wondered?

I stopped off in Perthshire for the night to enjoy a few beers with TBM contributor and trail riding friend John Rushworth. He helped me work out an excellent route to Inverness avoiding the busy and boring A9. I left John's the next morning; the rain had eased to a light drizzle and the forecast was for high pressure bringing good weather. This motivated me to get going and I set off for Blairgowrie via the Sma Glen and Dunkeld on the A93 Braemar Road. All the way to Forres my route followed the old military roads built by the Hanovarian troops in the 1700s under the command of General Wade. Riding over Cairnwell (933m) and down through the ski centre, the drizzle had lifted and the roads had begun to dry up. I passed the silent chairlifts now dormant after one of the best winters on record; while to the west, snow still lay up in the corries of the Cairngorm mountains.

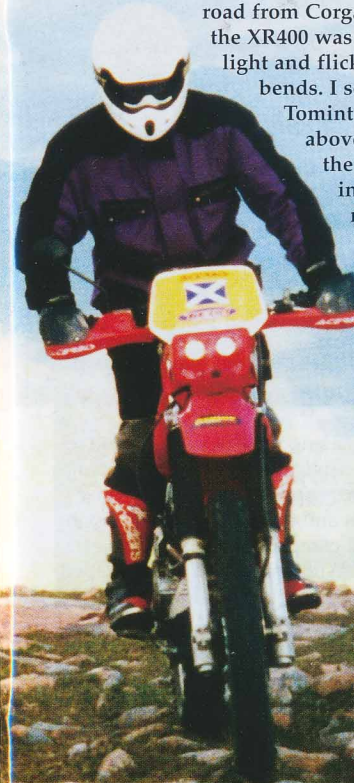
I rode east from the tourist haven of Braemar through beautiful Scots Pine woods to the B976, Tomintoul road, passing the start of the Camus road, an old drove road. I noticed it was closed with 'Foot & Mouth' restrictions. However, following phone calls to the Tourist Information offices on the NW coast I learned that all but a few areas were now open to the public. I joined the A939 road to Cockbridge and Tomintoul and rode over the steep and impressive military bridge continuing on to Corgarff. This road is called the Glas Choille Road and it is nearly always the first to close in the winter snows.

Winding my way over the Lecht road from Corgarff to Tomintoul the XR400 was in its element, light and flickable through the bends. I soon reached Tomintoul (at 1160 feet above sea level it's the loftiest village in Britain), before riding on to Granton on Spey and another fuel stop.

Not getting a bigger fuel tank in time was going to be a pain, and fuel stops would have to be carefully calculated once I was up in the wilds of Sutherland. Another cracking road lead to Forres, then west to Nairn and Inverness and over the Moray Firth on the A9. I was glad to leave the slow congestion of traffic at Drummond to take the winding B8176 and then the A836 to Cairg, stopping to watch the salmon leap the falls of Shin.

Filling up in Lairg a local passed by on an XR500S, he was unable to wave as he had a huge carry-cot swinging from his left handlebar! Heading for Kinlochbervie the scenery started to change into what Sutherland is famous for - huge mountains filled the horizon as I sped past Lochshin and along Loch More. At the roadside small lochans and heather covered the flat areas between increasingly bigger hills of bare volcanic rock. Ahead of me at 2980ft, Foinavon dominated the skyline - rays of sunshine pierced the low clouds and splintered on the peaks to the south.

At Laxford Bridge junction I could smell the refreshing sea air so I rode down to Kinlochbervie, the northernmost fishing harbour on the west coast.



Coast RIDER

Coast RIDER

The wilds of Scotland...



Kinlochbervie is small and a bit of a one-horse town with its oily harbour, fisherman's store, hotel, shop and croft B&Bs, but it made a change from the tartan tourist trail I had followed so far. I left Kinlochbervie to head for my camp for the next two nights, Sandwood Bay.

This place has been described as 'the most remote and beautiful beach in Britain', and is only accessible via a 7km long old cart track. Beside the start of the track a woman in the garden of her croft, waved to me and pointed to the sky indicating the good weather coming in. That's Highland hospitality for you.

Like many old tracks made redundant after the 'clearances', the peat becomes soft and rises, sinking the cobbled 'cassie' stones into the ground. With the increase in walkers over the past 40 years, erosion problems have occurred and many of the old tracks have been repaired by grant-aided groups. These often then come to be regarded as footpaths and the history and status of these old tracks is ignored by the local authorities who are only too glad to be relieved of the cost of their maintenance.

This track was a case in point and in several places it narrowed to a cobbled footpath. After riding past the ruined Sandwood House I was

greeted with an amazing view of the mile and a half of pure white sandy beach with grassy dunes and lagoons behind. I spotted a couple of other tents so rode down and forded a shallow lagoon and found an ideal campsite complete with a rock-circle fire-pit. With the tent pitched I rustled up some dinner on the stove and then walked to the beach to watch the sunset. Back at camp I soon fell asleep to the sound of the Atlantic waves breaking on the shore.

Sunday dawned with clear blue skies and I was going to spend the day at Sandwood Bay - it being the Sabbath, most petrol stations and shops close on a Sunday. I walked along to a huge sea stack at the west end of the beach and returned picking up driftwood for the campfire that night. Walking along below the cliffs I could see Cape Wrath lighthouse eight miles away, on the NW corner of mainland Britain. Looking up, through a large crack in the cliff face, I saw a large pink marker buoy, two foot in diameter, jammed in a crevice of the rock about 25 feet above me - an indication of the force of the winter Atlantic storms which build up momentum over hundreds of miles of empty ocean. Quite a few day visitors arrived on the beach so I returned to my campsite for a bite to eat and nodded off in the

Ruined and deserted crofters cottages are an all-too-frequent sight in the empty north west of Scotland...



As Bruce discovered it's been a little while since the council maintained this particular old road...



midday sun, waking up lobster pink! Later I nearly blew the whole trip doing some whittling on a bit of driftwood when I shut my penknife on my right index finger cutting clean through the nail. I got out my first-aid kit (four plasters) and cutting sterile strips closed the wound and then 'superglued' the nail. Sorted! I would have to keep the wound clean now though.

Back down on the beach under the blue sky the sea was turquoise green in colour. This dramatic sight is caused by the North Atlantic Drift - warm ocean currents carried across the Atlantic help foster plankton growth. Another feature of these currents is that they make for mild winters up here enabling palm trees and other tropical plants to survive. Cooking dinner on the fire I sat out till the sunset arrived at 10:20pm, although a month after the longest day of the year it doesn't get very dark and the red glow on the horizon only moves a few degrees east before rising.

Next morning I packed up and headed back out on the track. What d'you mean I didn't thrash the bike up and down the beach? Well this place is so scenic you've got to respect its beauty. Besides there are many other beaches to play on up here. People visit here for its remoteness and beauty so why spoil it? And seal pups often lie on the beach covered in blown sand. I wouldn't want to ride over one accidentally. Back on terra-firma I stopped at the store on Kinlochbervie (KLB) for milk, fruit and plasters! The lady asked if I was the boy who stayed out at Sandwood and if I'd enjoyed my stay? Just shows: you think no-one notices, but folk do keep an eye on who's going about.

Leaving KLB I rode east to Durness to visit Smoo Cave and took the tour through the caverns which included a boat ride to see the impressive stalactites. After talking to two German girls on an Africa Twin I rode east to Tounge as I hadn't been there since my inaugural round-Scotland trip on a ratty XT500 many years ago.

A beautiful old trail...

Coast RIDER



Returning to Durness and Laxfordbridge I followed the coast south stopping at Tarbet to look out to Handa Island now an RSPB reserve. In the past this place was used as a burial isle to stop wolves scavenging the corpses. Nice!

Picking up a grassy track I reached Scourie, a fishing village where palm trees growing in some of the gardens are reputed to be the most northerly in Europe. At the petrol station I met Wolfgang, a German biker touring Scotland on his 68,000km

Dominator. He told me his wife was divorcing him and taking him for everything he had. So he'd sold her car and headed off on holiday - not worrying about the consequences until he returned. He was going to Skye via Inverness to try and scrounge some free worn tyres from the bike shops! Shaking hands we wished each other a good trip and headed in opposite directions.

I followed the coast below the huge Quartzite rock mountains of Foinaven and Arkle whose peaks were shrouded in cloud as the warm coastal thermals met cooler mountain air. In the past some of the small islands near the coast here were used as rabbit colonies for food, and further



out over the Minch I could clearly see the Outer Hebridean islands of Harris and Lewis.

Passing Kylestrome and over the impressive Kylesku bridge high above the sea loch I took the single track road round the Assynt peninsula. Towering above me were the mountains of Sailgorm and Quinag but I had to keep my eyes on the road as I wound my way over blind summits and one-in-five hills never getting the XR into top gear. An ice-cream stop at Drumbeig village shop was a nice diversion before continuing into the Assynt Crofters' Trust. Formed by local crofters, the ACT bought back land and re-established small holdings on it. In Sutherland alone

Riding alone...



an estimated 15,000 people were forced to move to infertile areas to make way for sheep grazing, or herded onto boats bound for the American Colonies and Canada. The Clearances was one of the darkest deeds of Scottish history and still talked about today.

The smell of burning peat hung in the air as I passed crofts, their owners out cutting hay. It would be good to say that crofting is commercially viable, but the truth is many crofters have several jobs to make ends meet. Fishing, weaving, game-keeping, tradesmen and running B&Bs are just some of the ways they earn a crust, but at least getting their own land back is a start.

At Lochinver using my map for reference, I looked inland to the red Torridon sandstone peak of Canisp (2780ft), known locally as the Matterhorn. Also Suilven and Culmor and Ben More Assynt at a height of 3273ft. At Inverkirkaal I rode into Ross and Cromarty district and followed the single track road for the next 25 miles through Inverpolly nature reserve, then trailed along a six mile track above the coast to Strathcanaird to cruise down into Ullapool. This fishing town was built in the 1770s to harvest the great shoals of herring in Loch Broom. But by 1830 the Whiteys had all but disappeared, hence the term 'the 50 year boom'.

Booked into the lochside campsite for a much needed shower I wandered down to the chippy and sat and watched the fishing boats unloading their catch of herring, mackerel and prawns. The barman in the Seafarers Inn recognised me from previous visits and I asked him if the Klondyker ships still stopped in at Ullapool?

The Klondykers are huge Russian factory processing ships which take on catch at sea from trawlers, then churn and freeze the fish

for fertiliser and cattle-feed. He told me there hadn't been any for a couple of years now, and that these days they would sit offshore - maybe because of the strength of the pound. Several years ago the harbour was full of Lada cars which the sailors were buying along with portable radios and TV sets to take back and sell in Russia!

Leaving the pub at midnight the sky was clear and the moon shone over the flat calm loch. Next morning lady luck was still on my side with clear skies overhead. Leaving Ullapool I followed the loch shore south to Braemore Junction stopping to look at the falls of Easach. Walking on to the 200ft suspension bridge above the gorge I immediately thought: Bungee!

Heading west to Durdonnell on the Destitution Road built during the great potato famine of 1851 by tenants of the Duke of Sutherland (the road climbs to 1100ft below the Teallach Mountain range), my lunch stop was at a self-sufficient community which I won't name out of respect for its isolated inhabitants, who live here for a reason. The crofts are only accessible by boat or a cliff-hugging 7km track, with no mains, electricity or piped water. They have wind or solar power and many of the houses have been built in a Scandinavian-type construction.

Meeting and talking to people here in previous visits I can see why folk want to live here - they have everything they need. Some want to be closer to nature, others no longer want to contribute to the 'big wheel'. I met a French cabinet maker who had two old Honda XLs parked outside his workshop for his kids to ride about on. It's a pity more kids can't grow up like this - living their lives in total freedom.

Wishing me a good trip, I left having gained another new friend and rode back out on the track to rejoin the coast road - heading south and soaking up the mountain scenery. I passed Suinard Island out in Guinard bay, also known as Anthrax Island. During the war the Army conducted experiments on the island releasing Anthrax spores on livestock. The plan was to carpet bomb the prime beef-cattle areas of

Enjoying the scenery...



Coast RIDER

Germany to eradicate their beef supply using cattle-cakes containing the deadly virus. The island itself was left to die until pressure from environmentalists forced the Thatcher government to begin a clear-up operation in 1986. The island was disinfected with formaldehyde and seawater and declared safe in 1990 (do you believe them?).

My campsite for the night was off-piste at the ruined fishing village of Slaggis. I rode out to the ruins via a 5km rough tarmac track signed 'unsuitable for motors except rough terrain vehicles'.

Passing the ruins, I rode down to the usual campsite above the sandy cove. No one there at all. No burger vans, no sand-castles - perfect. Pitching the tent I walked the beach looking for driftwood. A plastic fish box (property of Stornaway) with some rope attached made a perfect sledge to haul the wood up to my camp and doubled up as a seat afterwards. After cooking dinner I took a walk up round the ruins which were deserted after the war and the inhabitants moved into modern houses a little way away. Back at camp using some silver birch bark I'd collected earlier, I soon had a 'one-match-wonder' fire roaring, and as I sat looking out over the Minch, cracked

Perfect...



open a bottle of cider and soaked up the view. As I watched, the most amazing sunset I've ever seen took place before me, with the cloud line on the horizon turning a pink-purple colour.

Next morning the midges were out in force so I carefully cooked breakfast in the tent, penknife at the ready in case I had to cut an emergency exit - a tent catching fire goes up quicker than the Hindenburg! A sea breeze saw off the midge attack outside so I packed up and rode out to rejoin the coast road around Loch Ewe. Passing the Nato submarine base where huge bunkers covered in grass are built into the lochside, I rode past Inverewe Gardens where many exotic plants

FOR 2002 VOR HAVE REALLY DONE THE BUSINESS
All models are new, with the introduction of a perimeter Frame, Electric Start, New Forks, Brakes, Shock, Exhaust. New engines + Graphics. New engines with pressurised oil feed on the Enduro/Supermotard models

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Hot, beautiful, deserted. The perfect beach...

Coast RIDER

grow, and filled up in Poolewe. At the local shop I bought some milk and fruit and sat on the loch shore watching Tornado aircraft dog-fight over the loch - skimming the surface then climbing nearly vertically over the Teallach mountains, their noise echoing for miles around.

I rode a 5km stony track out to the ruined crofts of Camustroivaig, which aren't shown on the present OS maps, before visiting the WW2 gun emplacement which guarded against bomber attacks when the naval fleet gathered here. Then, following the coast, I rode through Gairloch and played on the beach at Bigsand as there was no-one around - making sure I kept below the tide line so my tracks would be washed away.

Passing Charlestown, the sun shone through pine trees whilst a blanket of heather on the opposite side of the twisting road added streaks of colour. Heading west I took the single track road to Redpoint and, passing the old fishing station, rode the rough rocky track along the coast which is more suited to Serows than an XR4 with road gearing and a half-worn MT21. A detour uphill, round a trials type section took a bit more energy than I expected; no problem though, just top up the water bottle from the nearby stream. Back on tarmac, I rode down into Torridon where

the campsite is famous for man-eating midges. But as an alternative you can camp on rough grazing land at the loch-shore beside the red phonebox, but don't forget to put some money in the donation box.

The petrol pumps were closed until 5pm at the Torridon Hotel (good job too with fuel at £1 per litre), so I rode up the nine mile single-track road to Kinlochewe, alongside the Torridon mountain range. This is serious climbing and walking country, with 13 peaks over 3000ft (Munros) and more than 15 over 2000ft (Corbetts). In Torridon village, rocks the size of cars which had broken off the mountains, lie in the gardens of cottages. The pink sandstone corries contrast with the white quartzite peaks - their sheer height is amazing. I filled up at Kinlochewe and returned to Torridon to follow the coast road to Shieldaig, where off-shore is Shiedaig Island covered in native Caledonian Pine and now owned by the National Trust.

I soon found the single track road around the Applecross Peninsula which was only tarred in 1962. Before then people from Shieldaig had to travel by boat round to Applecross or take a long detour via Kishorn and over the infamous Bealach-Na-Ba (Pass of the Cattle). However, locals used to give pillion rides on bikes over a

cart track across the peninsula to Applecross and this was known as the 'wall of death' motorcycle track. The walker and writer Tom Weir mentioned it in one of his programmes, 'Weir's Way'.

At the start of the track I met two guys clearing drains at the trackside and when I asked them about bikes using the track one of them told me he used to trail ride on an XL250. The track had just been re-surfaced in places so he wasn't keen for me to ride it at present but he told me of an alternative place I could try. Perfect. We talked about other tracks, some I had done which he didn't know about and he told me of a 25 mile route through Glen Carron which I hadn't heard of. Mmmm, sounded promising! They wished me luck as I headed off to find this other track which he said was quite rocky. Bloody hell, he wasn't kidding! I bounced along in first gear, sweating in the muggy weather, until I joined the smoother main track with views over the Inner Sound to the Island of Raasay and the Cullin Hills on Skye.

Descending to the coast road I cruised into the village of Applecross - the camp site here is £5 a night with free showers and washroom. It has a canopy covered cafe/restaurant which is full of plants and water features and serves breakfasts and meals till 10pm. And many people drive here

cook a whole steak or fish or indeed, breakfast for two, then disappeared to find his cordless electric toothbrush. And here was I with barely anything but a tent and a rucksack.

I met Harry, an engineer from Edinburgh, who arrived late the previous night on his Moto Guzzi California. We sat in the heat looking out over the bay talking bikes when an MZ arrived with the owner's son on the back. His 1987 250ETZ had done 240,000 miles on the original bore, having been all over Europe to rallies!

It turned out Harry had toured a lot of Europe and Scandinavia as well and we talked about the advantages of going solo. Nowadays I prefer trail riding alone or with one or two close friends rather than in a big group of people. Trail riding was an aspect of biking unknown to Harry. 'Ever ridden a Guzzi?' he asked, and after a pep-talk on Guzzi mechanicals (mostly using agricultural terms), and with the engine shaking from side-to-side, I wobbled off round the coast road trying to get the hang of the heel-toe gear change in my bulky Alpinestars.

Our bikes were at opposite ends of the motorcycling spectrum, but it brought home to me just how user-friendly trailies are. Later I filled up and rode over to the coastline at Lochcarron

Village enjoying thrashing the unladen XR down the 12 mile single track Bealach-Na-Ba. This pass climbs to a height of 2054ft in two miles from Lochcarron with Alpine-type hairpin bends. Your ears pop with the altitude while the views out to Skye over the coast are superb. I rode north to Shieldaig and round the peninsula road and then trailed along some grassy sections of the original road. I spied a rusty bike tank in a dump beside the track and poking around found a frame sticking out, definitely an old XL250/500.

Down the west side of the peninsula I played on the empty beach at An Cruinn-Leum beside the submarine monitoring station. If the bottom of the dune isn't washed away, I'll bet you can't get to the top of it. The dune is

blown up over solid rock so there are no erosion worries. After a dozen goes at it I returned to the road and picked up another part of the original track for the 5km back to Applecross and hosed the bike down at the campsite.

Emptying my boots of sand I walked down to the pub for a meal and a few pints with Harry, then Stephen and his girlfriend (sorry I don't remember your name) joined us later. A piper played on the beach as we sat soaking up the views and too much beer. Some German bikes were parked out front, their owners booked in to the hotel for the night. A local girl on a Honda 125 came and borrowed one of the bikes, a Kawasaki 1100 Eddie Lawson replica for a run. She returned and parked the bike up to a round of applause. After closing time, climbing the path up to the campsite took a while and I fell asleep to the sound of Pink Floyd playing out of a camper - appropriate music for the mellow surroundings.

It was mid-morning by the time I crawled out of the tent feeling rough as a badger! Stephen's Tiger was already packed up with tank bag,

Summer sunsets were spectacular...

Coast RIDER

panniers and carry-bag complete with wok handle poking out. He was heading home stopping off for a night in the borders. After breakfast in the cafe I said 'Cheerio' to him and the MZ owner (and son) who rode off leaving an aromatic blue haze. Harry was staying another night and was off for a run, so packing up we headed our separate ways.

Over the Bealach-Na-Ba again and round Lochcarron I headed down to the Kyle of Lochalsh stopping at Plockton, a picturesque village where the TV series Hamish Macbeth was mostly filmed. Shaggy looking highland cattle wandered off the palm tree-lined street on to the bay, bellowing and eating scraps of seaweed, while the tourists took photos. Across the bay is Duncraig castle seat of the Mathieson Clan, and I wondered if I could claim an inheritance!

Down at Kyle I sat looking out to the Skye bridge, and hearing a familiar voice I looked up to find a mate from back home. Up here working, he was cursing not having brought along his Honda XR650 supermoto. I told him to head for Applecross, he wouldn't be disappointed.

Heading down Loch Shiel, past Eilean Donan Castle the car park was busy with tourist coaches so I pressed on below the ridged peaks of the Five Sisters of Kintail, with mist hanging around their tops. Passing Shiel Bridge and the junction signposted 'Glenelg and Pictish Brochs' I decided to leave the old military road from Glenelg to Tomdown, which was built to save Glenelg barracks, as time was getting on and I was due to meet a mate that evening in Glencoe.

Clouds were building up inland threatening rain as I rode round Loch Cluanie, a hydro electric loch. I noticed exposed islands in the unusually low water level of the loch, and passing the dam, turned up over the pass with superb views over Loch Loyne and Loch Garry. Joining the A82 down the Great Glen along the shores of Lochy, Ben Nevis pierced the skyline ahead with its corries white with snow. The old military road at Highbridge was closed with 'Foot & Mouth' restrictions so I rode on to Fort William and round the unusually quiet coast road. The Foot & Mouth epidemic has certainly made an impact on tourism here but the lack of caravans suited me.

Over the Ballachulish bridge and into Glen Coe, it's mountains shrouded in mist and cloud. Filling the bike (down to 78p a litre) and buying more pasta and noodles I headed along to the Red Squirrel Campsite and an hour later my mate arrived on his 'never say die' DR600. We camped at the back of the campsite where fires are still allowed till 11pm (before the Hitler-like campsite attendant comes round yelling at you). A path leads to the river, and we paid homage to the lonely Caterpillar boot tied up in a tree five years ago after my canvas army panniers caught fire returning from a week on Harris and Lewis.

TBM's John Rushworth arrived in his van so we had a bite to eat before heading along for a pint at the Clachaig Inn. You used to be able to camp for free near the pub until it was stopped because of idiots leaving rubbish. That's the only down side to Glencoe, easily accessible from the south, it attracts the sort of people you head up here to get away from. A light drizzle had come on bringing out the midges; kill a midge and a thousand come to its funeral - although living in the same clothes for a week certainly helped.

And the sun just kept on shining...

Coast RIDER



Back at the campsite it was a lot darker than it had been up the coast but once I'd found the tent I was soon asleep with my ear plugs in, as JR snored like a contented bull seal. Next morning showers swept through the Glen as we sat eating breakfast and drank multiple cups of tea brewed on John's stove. Glen Coe was living up to its name as the 'Valley of Weeping'.

I wasn't worried as I'd had a great week with good weather to boot. John left at midday so we went on a run up to Fort William returning to Glencoe on the 17km old military road. We picked up the grassy sections of the old road below the mist shrouded Three Sisters, passing the white cottage owned by Jimmy Saville - pity he couldn't fix the weather! Back at the campsite we cooked dinner and cracked open some tinnies before a number of Geordies arrived cursing that it always rains every time they visit Scotland. My suntan was testament to the fact that you get hot spells up here too.

With the rain easing we walked to the Clachaig where a live band were playing and caught up with Jimmy the Bush who manages the bar and

got in a couple of pints before last orders.

Next day, packing up to head home, the rain had stopped and the clouds were history as we left Glencoe on dry roads onto the last trail of the holiday. The well-preserved 12km section of the original Glencoe road replaced by the present A82 over the Black Mount in 1933, south of Tyndrum. The sun came out as we passed the ex-Forestry Commission caterpillar-tracked Land-Rover at Rig Services and down Loch Earnhead as we followed the lochside into Perthshire, stopping for a brew at JRs.

Filling up for the last time, we headed on to the motorway to the Forth Bridge - 120kmh feels really quick after a week on twisting highland roads, half of them single-track. The Forth Rail Bridge hove into view and soon we were round the by-pass and nearly back home - another 2000 miles on the XR's clock.

You can keep your holidays to Costa del Plonk, I'll take my chances with rain and the midges in the wilds of Scotland any day! Fit your bike with a big tank though and don't mess around with the penknife. Happy trails...

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Future SHOCK

Will Britain ever win the International Six Day Enduro again? Jim Jones talks to some of our up and coming prospects and asks them: what's the problem...?

It's ISDE time again. Every year Great Britain (or rather the ACU) sends a team to the relevant country, sits back and hopes for the best. But believe it or not it is rapidly approaching the 50th anniversary of Great Britain's last Trophy or Vase win in this event. Back in the Fifties the aim was to win both the World Trophy and the Silver Vase (later the Vase was changed to the Junior Trophy to encourage competing countries to enter young riders).

But this year like every one of the last five decades, Great Britain will have little chance of winning. To be fair most countries have their good times and their famine periods, but many countries have made great improvements, taken the right decisions and moved up the international league. So why can't Britain do the same?

Well, believe it or not, it is nothing to do with the size of population or how wealthy a country is. Realistically teams from say Brazil could beat the British teams right now, it's just a matter of training, guidance and funding. Just as in football there are many pundits who know exactly what's wrong and how it should be put right. But no-one seems to be doing anything about it.

The easiest conclusion to draw is that the riders are at fault - they just aren't good enough to win on the international stage. And to a certain extent that's true. But the problem lies not solely with the riders, but also with the system which nurtures our talent. I doubt if any of the riders chosen to represent Great Britain this year would argue with the statement that they aren't good enough to win, but is that their fault, or does the blame lie with the system, the ACU and the team manager?

The only way of finding out was to ask the riders themselves. These are the guys competing at

world level and they deserve to be heard. So that's what we did: we asked the five riders who competed in every world championship round this year just what they thought of the situation...

The Background

It is worth remembering that the format of the events which make up the World Enduro Championship has changed, for better or for worse. We can't turn back the clock nor influence the rest of the world but maybe we can learn from what's been happening across the channel. Nearly all the European events these days are multi-lappers with three long tests per lap. The emphasis is on the test times and this is leading towards slacker check times and easier courses. How can our riders prepare themselves for this type of event? None of the current British Championship events are run this way and the few which try, simply don't have enough special tests per lap.

Three of the riders are from the ACU Junior squad: Steve Roper aged 22, Edward Jones aged 21 who is also a member of Elite Cymru and Euan McConnell also 21 who is supported by the Scottish Lottery Sports Fund. They all admitted that without monetary help they would be unable to take part in international events. David Knight aged 23, from the Isle of Man, is a member of a well funded Italian enduro team and is able to compete at the highest level at events all across Europe. While Scotsman Richard Hay at 32 has the most experience of all. Seven times Scottish Champion, Richard is also supported by the Scottish Lottery Sports Fund.

As a married man with a family, mortgage and a business to run, Richard knows just how hard it is to find the time and money to carry on riding at

world level, and was most concerned that the effort put into the junior squad by the ACU was not allowed to be wasted or to just fizzle out. He felt that other federations provided more help in different ways but in return expected and demanded more commitment from team members. He mourned the loss of the Junior World Championship as he felt it encouraged more competition amongst young riders. A point on which Ed Jones agreed with him.

Ed said he felt great when he won the Junior 125cc class on both days when a world round was held at Llandovery in 1999. That result spurred him on to aim for

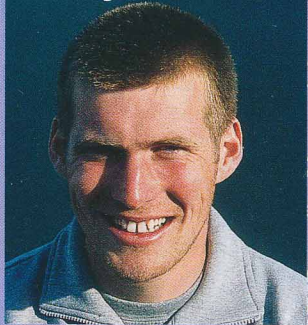
more wins and aspirations of becoming a world champion. However when he reaches the age of 23 and leaves the ACU junior squad he must find sponsorship or funds to enable him to continue competing at international events or else retire.

Results attract sponsors and David Knight's fantastic second place in the 250cc two-stroke class in this year's world cham-



David Knight: Britain's best prospect for a future ISDE win...

David Knight..



pionship proves that the training and hard work eventually pays off. David is naturally aiming to be world champion next year and said he draws inspiration from Joey Dunlop, a consistent performer and truly great sportsman. His other boyhood

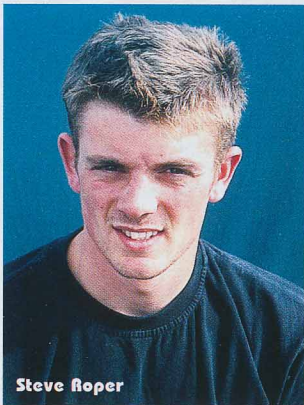
hero was Jordi Tarres the multi-times World Trials Champion whereas both Richard and Ed said they admired the achievements and professionalism of home-grown enduro ace Paul Edmondson.

Richard also looked up to Ian Bell who won the Scottish Enduro Championship ten times and is still enjoying his riding. However it is dads who come out tops in the inspiration list. Euan and Steve admitted that without the help, support and encouragement of their fathers they would never have had the courage to compete at international level. Ed knew how lucky he was to have a father who was a first class mechanic and had so much experience of the enduro scene.

Fitness Counts

Pre-season preparation plays a big part in getting good results as Euan explained. He practises on a field at home and along with Ed and Richard had taken part in training sessions at the Stefan Everts MX school in Spain during last winter to improve their riding techniques. Richard is the only one who has a fitness program, as the others rely more on riding the bike as often as possible. Ed was a bit

concerned that he has so much fun on a bike that maybe he rides without proper focus on particular techniques. Steve uses a local MX practise track on a regular basis and rides in trials whenever possible to help improve his balance. This year they



Steve Roper

all felt had been particularly difficult as home events were cancelled and they'd missed the early competitive riding prior to the world rounds.

All of them expressed concern that 'whinging riders' could spoil events. Top riders who lose time because the course is too difficult are sometimes able to get time scrubbed. This in effect penalises those riders who worked hard to get in on time and who were then more tired on the test. They were unanimous in thinking that the Clerk of the Course should lay out a route that reflects the type of going in his particular country and have by-passes ready should deteriorating weather conditions make the going impassable.

None of them liked the idea of a riders' committee that could make suggestions or decide on boycotts as this would result in the more technical parts of the route being axed. More rough going, tighter time checks and less tarmac is what they want. To help prepare for European events the British championship rounds should be made tougher they reckon, and should have more tests per lap. Richard also felt the UK tests should be longer and more spectator friendly with better viewing and more local involvement. At the final round of this year's championship held in Lulea in northern Sweden a free park-and-ride bus service was provided to take spectators to-and-from the start area to the special tests, so avoiding traffic jams and parking problems at the tests themselves.

Richard wasn't sure how this could be achieved at home events but as Ed explained the sport will always be a minority one unless it can attract more local and national media coverage. This they all felt was especially important for those riders who are already, or hope to become, professionals. Maybe town-centre or sports stadium starting areas could be an answer but there the course would still include tarmac stages.

The Only Way Is Up

A certain way to raise the profile of enduro competitions in Britain they all felt, was to make sure that a round of the world championship is run, if not every year, then at least every other year. This they believed was down to the ACU to encourage and



Richard Hay

help clubs to find the funding, venues and media coverage. They all felt it is important for home riders to be able to measure their performance against the top riders from other countries. Also seeing the way other countries organise their team effort and how many sponsors they have can only encourage our young riders to strive even harder to seek sponsorship. Losing the ISDE for 2003 was a huge blow not only for enduro racing, but for motorcycle sport as a whole. And they weren't satisfied with the ACU's excuse that the funding wasn't available. They all felt that a short-term loss could have been turned into a huge long-term benefit for the sport as a whole with a good chance for the investment in the Junior Squad to be repaid, had the event come to our shores in two years time. Ed, Steve and Euan all thought that Great Britain could have fielded a strong team that stood to win the Junior Trophy on home ground. It is the declared ambition of all of them to be part of a winning Junior Trophy Team and if enthusiasm was all that was needed then it could certainly be achieved.

They all agreed that the ISDE is still *the* event in which to take part and represent your country as part of the national team. However some reservations were expressed about the allocation of funds, and value for money in sending two teams to overseas events. They felt the riders would prefer a proper base that provided not just workshop facilities but also bike washing, clothes drying and flexible meal times, rather than spending money on a five star hotel in a town centre which they felt was mainly for the benefit of officials and supporters. Surveying the rained soaked tents and his cooker perched on a stack of tyres, Ed remarked 'but it's still nice to enjoy a bit of luxury once in a while'.

The collection of tents, E-Z-ups and assorted riding gear drying on washing lines, bore testament to the fact that there is no real 'team GB'. A collection of individuals were 'mucking in' as only the British can. There was plenty of team spirit with intense rivalry on the test times and help and encouragement with machine preparation. However the riders had to do everything themselves,



Euan McConnell

washing, cooking, shopping and sorting out service and support. Steve smiled as he expressed the thoughts of everyone as yet another downpour sent us all scurrying for shelter. 'What we need is to find Mr Generous who will provide a fully equipped race truck, pretty girls to pander to our every whim and cook the meals, mechanics to prepare the bikes, outriders for support and a big awning. Then we can join in the important competition with the Spaniards and Italians about who has the biggest awning.' Joking aside, maybe he is partly right. If British events could attract a bit

more sponsorship in the future then perhaps 'Team GB' could become a reality.

The Future...

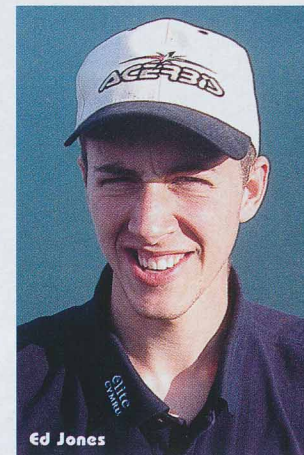
Listening to their enthusiastic banter brought home the reality of the situation to me. They weren't asking for bonuses, salaries, expense accounts and personal trainers. What they wanted was to compete on a level playing field with the other European teams. They unanimously agreed they needed British events that were similar to the continental ones with nine long tests each day. This would provide the training background that they needed and they were willing to offer their commitment in exchange.

Riders who wanted to be selected for the British team should be allowed to attend all training sessions and be prepared to compete in all the world rounds. With no sport at home they couldn't understand why more British riders weren't riding in European enduros. What chance of a finish in

the ISDE if they haven't ridden in any events since last year? Lastly what they really wanted at the world rounds was some organisation and an enthusiastic team manager who brought them together as a British team. Somebody to take care of the small details and left them to get on with the riding.

Without that person, it is doubtful whether our riders will develop sufficiently, and British enduro will continue to be left making up the minor placings.

And without the right conditions at home and suitable support abroad, we may just yet be in for another 50 year drought...



Ed Jones

Sachs new ZX125 trail bike brings German engineering to the learner class...

I got a distinct feeling of déjà vu the first time I clambered aboard the Sachs ZX125 'Enduro'. It felt kind of familiar, but I just couldn't place it. I'd seen that headlight somewhere before, recognised the shape of the bike's overall outline and remembered the thrill of the uncompromising upholstery beneath my buttocks. But it wasn't until I twisted the key, waited for the power-valve to carry out its 'swish-swish' self-cleaning routine and then thumbed the starter that it all came back to me. The KTM LC2 - that's what it felt like. Okay this bike was clothed in an understated blue instead of the

KTM's brash white shell-suit (orange as it later became), but underneath all that it certainly seemed like an LC2.

Which is no bad thing at all. Here at TBM we rated the now-defunct LC2 as one of the best little 125 trailies we've tested. Sure it was pricey when it was launched at the end of 1996 (at about £3600 if memory serves...) but despite its cost, it made a good little dual-sporter. And now four years later, ➤



Sachs's APPEAL

Looks familiar? The Sachs ZX125 has all the essential elements of a well thought out learner-legal trailie...

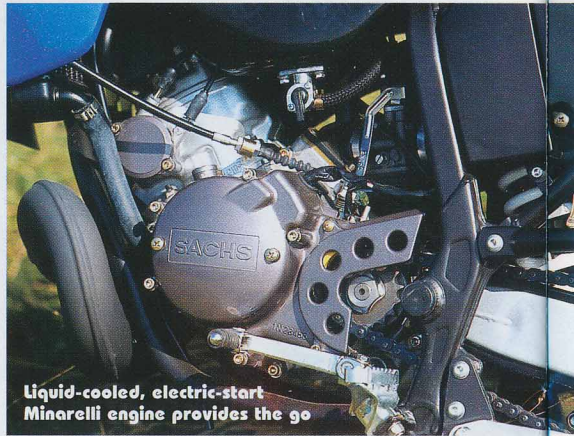
Sachs APPEAL



Quality finish is particularly evident on the engine and thick frame paint



Front disc provides plenty of stopping power



Liquid-cooled, electric-start Minarelli engine provides the go

Who says the Germans don't have a sense of humour? Check out the swing-arm sticker...



Nice detailing and a useful little rear rack



here was Sachs continuing the tradition. A few of the parts were different I grant you, the price was lower (£2875), and the build quality had improved. I couldn't wait to get on and try it...

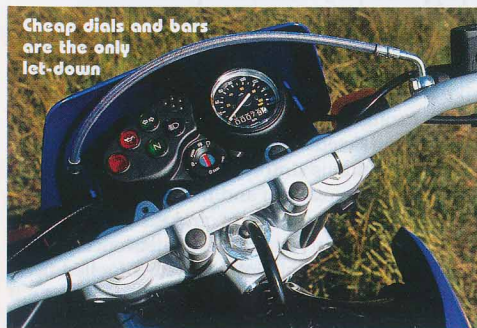
The Firm...

Those of you who own or have ever travelled in a German-made car will understand the sensation. It doesn't matter whether it's a Golf or a G-Wagon the feeling is exactly the same. Firm seats, stiff suspension, and a ride that's on the harsher side of comfortable seems to be the German way of doing things. The same sensation comes from

Handguards would be a useful addition...



Cheap dials and bars are the only let-down



taking a ride on the Sachs ZX125. The seat is solid, the suspension firm and all the controls (footpegs, brakes, clutch etc) have that Germanic feel of solidity about them. Even the liquid-cooled Minarelli Yamaha engine which is manufactured under licence in Italy feels somehow more solid in this application.

Which comes as a pleasant surprise. Yamaha's DT aside, 125s are rarely robust machines; they're generally built down to a price - flimsy and flexible in all the wrong places. The Sachs couldn't be more different. Climb aboard this learner-legal 125 (watch out for the flip-up sidestand), and

Hertfordshire's trails beckoned...

Sachs APPEAL

you'll be amazed at what you find. First of all the bike has a full sized chassis (there's no concessions to teenagers yet to complete their growth spurt). The seat is broad, of medium height (860mm) and full length, with plenty of room to move about on (which is just as well as it's downright uncomfortable for any length of time).

There's a pair of firmly sprung but narrow footpegs, nicely weighted controls, a superb set of anchors and a sensible 14.6L fuel tank. The dials are a bit cheap and flimsy (same as on a Gas Gas and CCM etc), but I suppose the cost-cutting had to bite somewhere. A glance at the steel frame reveals more surprises - decent tubing, pretty good welding and high quality paint. Look a bit closer and you'll find a DT-type airbox and an O-ring chain. Only the steel bars and lack of rim-locks let down a reasonable specification.

Sensibly the rear subframe is detachable, while behind the seat sits a solidly built (small) rack incorporating a couple of sturdy grab handles - ideal for pulling the bike out of muddy ruts or strapping it down to a trailer if you prefer.


Firm suspension isn't the first thing you expect to find on a 125, but that's exactly what the Sachs

has got. Sachs actually make shocks for the automotive industry so it's no surprise to find a Sachs unit on the rear (offering 250mm of travel), while a set of conventional 41mm Marzocchis (with 240mm of travel) grace the front end. Clearly this thing has the potential for some decent off roading.

Power Gen...

The motor is an old favourite. Originally designed to propel the Yamaha TDR125, it is the same super-smooth, electric-start, power-valve equipped, liquid-cooled, six-speed two-stroke engine found in the KTM LC2. Restricted to a maximum of 15 ponies, ours felt slightly down on that, though it's worth bearing in mind the test bike wasn't fully run-in and the engine is capable of producing 15-20 percent more power once it's been de-restricted.

De-restriction is simply a matter of removing a washer in the exhaust and then re-jetting the 28mm Dell'Orto carb to suit, and the importers will happily supply the necessary jets once you've flashed them your full licence. With a fuelled up weight of just over 130kg (about the same as a CRM250, but with half the power), it's no surprise



For the most part the little ZX held its own in the company of much faster tackle. Until it came to the hills...

to find that the ZX is not the sprightliest performer on the road - lightweight scooters will leave it for dead away from the lights, even if the ZX will eventually catch them up again.

From a standing start it's important to rev the low first gear right out, then make a swift (but well-timed) change up into second in order to get properly underway. But thereafter, once the motor's revving in its sweet spot, it's fairly easy to keep it humming, and the smoothness of its operation and slick-shifting transmission make it a doddle to use. As long as you're prepared to work at it, the ZX will comfortably keep ahead of most traffic on our congested roads. Only when 60mph comes up on the speedo does overtaking require a bit more forward planning. Nevertheless it managed an indicated 77mph (about 70mph) on a downhill stretch of motorway, and the thing would zip along at 60mph all day - even uphill into a head-wind. Fast enough for most L-platers I figure.

But there's one little problem. Sadly, as good as the Minarelli engine feels, it's still afflicted with exactly the same Achilles heel we found on the old LC2. What happens is this: splash through a decent sized puddle (eight or ten inches deep) and water somehow finds its way into the connection for the power-valve and CDI electronics - temporarily halting the power-valve's operation for the next 10-20 seconds. It doesn't happen all the time, but it's an annoying trait which can certainly hamper your enjoyment in the dirt if

you're not careful. Once you're aware of the problem, you can mostly avoid it by steering clear of water or riding through puddles at a reduced speed, but ultimately you'd want to try and cure it with a bit of waterproofing. Strangely enough the Yamaha DT125 which uses the same engine but in a kick-start guise doesn't suffer from the same problem, and riding in the rain can't provoke it either. It seems to only happen when water splashes up from underneath...

Dirty Deeds

So in the company of a CRM250, 200EXC and XT350, we headed off for a blast around the trails of Hertfordshire. With so much overgrowth from the warm, wet summer, not to mention the lack of traffic down the lanes, progress was slow at times - especially when the ZX's efficient front brake kept being applied by overhanging brambles. This is a bike crying out for a nice set of wraparound handguards.

Despite a huge power deficit and the fact that the Sachs was wearing its standard Pirelli MT40 trail tyres, the difference between the restricted ZX and the full-power bikes wasn't as obvious as you might imagine. As long as you kept it buzzing along in the mid or upper part of its rev range it'd trundle down the lanes with the best of 'em, and the others rarely had to wait for it to catch-up. Matter of fact, just like with any 125, the lack of power keeps you sharp and ensures you always ride in the right gear.

The only time the power difference was blind-

Sachs APPEAL



ingly obvious was when accelerating out of slow corners, or when climbing hills. Naturally a restricted machine like this doesn't have great reserves of torque to call upon when the scenery starts getting a bit more vertical - and it's no use attempting hills in second gear unless there's a fairly long run-up. Short steep banks and the like have to be attempted in first gear with the engine revving hard. Unless you're prepared for it, this can catch you out first time (as it did with me) to give yourself plenty of run-up, select first gear then nail it...

On those lanes which were clear, the Sachs made decent progress largely due to the firm suspension. So often it seems, small capacity trailies have mushy underdamped suspension, that it's almost quite a shock to get on a learner bike and be able to ride it properly. That said the occasional, step or large tree root would cause the suspension to bottom out and you'd hear the rasp of tyre on mudguard, but it wasn't a very frequent occurrence.

Thanks to the ZX's full sized platform there's plenty of room to stand up and shift your weight about - though you'll find that the fuel tank touches the insides of your thighs, but you soon learn to ignore it. Just like on the road, the bike feels incredibly planted on the dirt (despite a lack of knobbly tyres), and rides the bumps and ruts reassuringly well. In fact it's this stability which is actually one of the Sachs' nicest features, and along with the firm suspension helps make it an easy bike for the novice trail rider to learn on. Praise is also due for the brakes which manage to

be strong, progressive and well balanced without being overly severe - just what you need on a learner bike.

And despite its lack of outright power I managed to really enjoy myself on the ZX 'Enduro'! It steered well, tackled the bumps nicely and as long as you were prepared to have a go at things, it could be encouraged up, through or over almost anything - eventually. Enduro it certainly isn't, but a capable trailie? Definitely.

Summing Up

In the final analysis the little Sachs ZX125 gets our vote - as did the LC2 before it. Apart from taking it trail riding, I used it for a bit of

commuting and running around town and it never failed to impress me wherever it was ridden, returning about 45mpg on average (though that dropped to 35mpg when ridden hard!)

For certain the integrity of the design and build quality helps overcome its slight lack of performance, while its plus points: good versatility, great brakes and a stable chassis will be welcomed by learner riders. Of course a question mark remains about its abilities on wet trails, but that's really the only down-side to what is otherwise a good little learner...

We never really understood quite why KTM dropped the LC2, but now there's a better-built alternative at a lower price. Well worth a second look, we reckon...

SACHS ZX125 'ENDURO'

Price:	£2875 inc OTR
Engine:	Liquid-cooled, electric-start, single cylinder two-stroke with electronic power-valve
Bore & stroke:	56 x 50.7mm
Displacement:	124.8cc
Transmission:	6-speed
Front susp:	41mm Marzocchi forks
Rear susp:	Monoshock Sachs unit
Wheelbase:	1420mm
Seat height:	860mm
Fuel capacity:	14.6L
Trail weight:	132kg
Importer:	Masco 01743 761107

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Dave Crasher Cornish BMW R1105GS Big is Beautiful!



Over the last few months the big GS has been hard at work earning its keep and simply getting on with it in typical solid Teutonic manner. In that time it's been everything from rapid run-about through track-day tool and most recently long-distance tourer during a long weekend's blast to the Alps and back. BMW dealers Lind of Norfolk carried out the first scheduled service and Kevin the mechanic didn't even mind me hanging around the workshop for ten minutes, asking dumb questions. I was also pleased to note that the new generation of boxer motors feature the same owner friendly screw-and-locknut valve clearance adjustments as the old push-rod Bee-Emms.

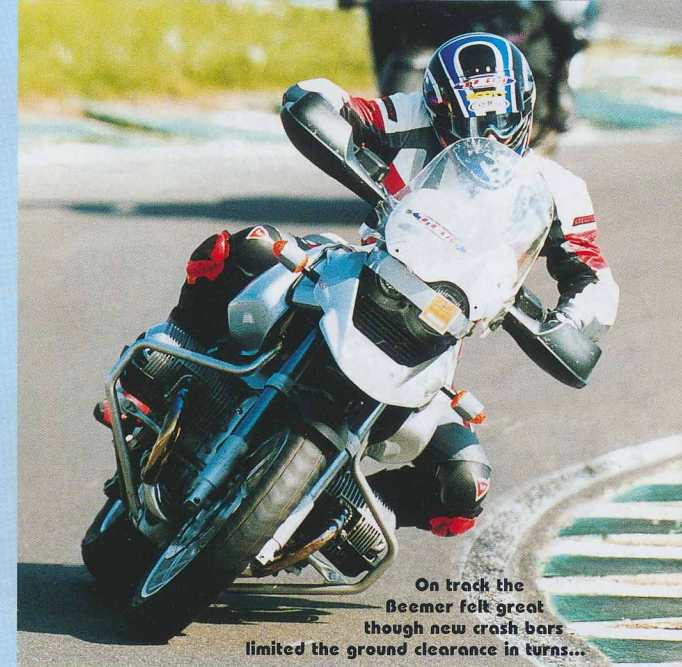
I don't know if someone at BMW GB is trying to tell me something, but when I returned to pick up the bike, Kevin had bolted on a sturdy set of crash-bars to protect the GS's flat twin motor in the remote chance of a spill. Strange that! But I reckon the bike will spend at least some of its time on its side when I get the time (and courage) to take in some serious off-road riding (more about which later).

Blown Away...

After the service everything seemed a little smoother. As the miles are clocking up the big oil-cooled motor is getting noticeably looser and more willing to rev. Word has it that it can take up to 10,000 miles before the bike is giving its best! Something to look forward to then. Mind you the last few months of ownership haven't been completely trouble-free.

A couple of months back I was returning from a TBM photo shoot with the bike piled high with luggage. Breezing along a fast B-road only ten minutes from home I dropped down into fifth in order to overtake a bus. As I came level with the driver the BM's rear end suddenly stepped out sideways. My first thoughts was that there must have been mud or even diesel on the road, but a quick glance down at the rear wheel confirmed that the tyre was almost completely flat! Taking it easy for the last few miles, I finally made it home - flat tyre and all. Pumping up the tubeless tyre revealed a massive hole in the tread. Thanks to the special rim design the tyre had stayed in place and allowed me not only to keep control but to continue (albeit at a much reduced pace) riding without any air at all!

I knew that even the puncture repair kit includ-



On track the beemer felt great though new crash bars limited the ground clearance in turns...

ed in the GS's excellent tool kit wasn't about to patch that up. Whipping out the wheel took only a couple of minutes thanks to the centre stand, single sided swinging arm and four car type wheel bolts holding it in place. And a new tyre was ordered up.

Pipe & Slip-Ons...

If that wasn't enough excitement for a while, my road-bike-riding mates conned me into entering a track day at the ultra fast Snetterton circuit. As Snetterton isn't far from home, I figured if the worse happened at least I could get the bits and pieces back into my garage easily enough. As R1150GSs aren't exactly the obvious choice of track-day mount, preparation for the event was going to be a bit hit and miss.

First thought was more power! Strange really as the BM is one of the most powerful trailies available. But the Revetts straight is the fastest in British racing so to even things up a bit I figured a tad more oomph wouldn't go amiss. A quick call to BMW tuning company Sports-Moto (01926 485101) soon had the desired results in the form of a South African made prototype Van Der Linde race pipe and cat eliminator.

As standard the GS is fitted with a huge catalytic converter and its well known that more torque and power are to be had from ditching this heavy piece of restrictive metal. The stainless Van Der Linde system does away with the cat by siamesing the twin headers. A two-bolt flange then connects this to a substantial free flow silencer.

STAFF BIKES



Watch out for the turnip field Dave...

The main advantage over stock is obviously a less restrictive route for the spent gasses and a weight saving by losing the cat. However, the silencer weighs at least as much as the stock road legal item. Quite where all this extra weight comes from is difficult to ascertain, but the whole thing looks like it's extremely well made and built to last. However, the most noticeable difference with this trick looking system is the deep throaty note that emanates from its stainless tip.

Not overly loud, but fruity enough to give the bike a real touch of character, the big BMW now has real soul, and of course there's now an extra boost of power to the already impressive performance - though it mostly occurs higher up the rev range. A quicker throttle response is another improvement over stock, coupled with a slightly more usable sixth gear.

On Track...

Luckily the weather was perfect when I arrived at the track and a full house had turned up to pit their sportsbikes against each other and the fast and flowing Snetterton circuit. Being my usual organised self I still had the panniers fitted and was messing around with tyre pressures when our group was called to the holding area. This meant that I was last away onto the warm up lap. Onto the back straight for the first time gave the GS a chance to stretch its legs, but into a slight headwind the speedo struggled to top 120mph. Clearly, the huge frontal area and a massively overgeared sixth was holding the bike back.

Faster bikes were all around me but amazingly, I discovered I could out-brake them with ease.

The excellent twin Brembos together with the beefy Telelever front suspension allows real liberties to be taken. The bike simply dives a fraction then squats on its suspension. There's loads of confidence inspiring feel from the front end and an unbelievable amount of stopping power for such a large bike.

However, hard cornering

and quick direction changes are a real test of strength and fitness. There's simply no getting away from the fact that the GS is a massive bike, which requires lots of muscling around at track speeds. Hanging off and pulling the bars whilst counter-steering at the same time is one way of making rapid lap times, but it does look and feel a bit strange.

To my surprise I found that the BMW's well balanced chassis coupled to a set of high and wide bars and easy accessible grunty motor allowed me to circulate pretty much as quick as anyone in my session. Lining up a couple of bikes going into Sears I waited until they hit the brakes and nipped up the inside before pitching the bike on its side. Getting on the gas as early as I dared the cylinder-head protector bars scraped the track surface and threatened to lift the back wheel off the ground. Oo-er.

No real harm done but something had to be changed in the break to prevent making a large BMW sized hole in the Norfolk scenery. Back in the pits I jacked every suspension adjustment onto max and adjusted the tyre pressures. Next time out I was getting more and more confident. The bike seemed to have more ground clearance and allowed me to chuck it into the corners that bit harder.

At least it did until towards the end the a session when I managed to mug three bikes in one go entering the infamous bomb hole right hander. Hard on the throttle in fourth and cranked right over, the rear Mich suddenly gave up the unequal struggle for traction and slid out dirtbike style. Somehow I managed to save it from getting really

ugly (though I'm not sure how) and the whole plot came back into line with a wiggle of protest. But my nerve had gone, and the other guys all came past again.

Afterwards one of the blokes who'd been right behind and saw everything, came to offer his congratulations on the fact that I managed to stay on. 'That was incredible mate' he said, 'how did you keep it under control?' 'No idea' I replied, 'I had my eyes shut at the time'.

Rooting Vegetables

I decided to cool it for the next session and asked one of the instructors to show me the correct way around Snetterton. Reigning British privateer Superbike champion (KLX300 owner and regular TBM reader) Gordon Blackley did the honours. I was pleasantly surprised that on a free lap without any traffic he reckoned my lines were okay. Apart that is, from turn one, where I was turning in way too early and this meant instead of a smooth single apex I'd made it into a double apex.

Not surprisingly, my fastest laps of the day came after this tuition. But by now the bike was grinding out and sliding at the rear, sometimes both together. Then near disaster. Trying to put my new found circuit knowledge into practise I went into turn one a gear higher (in a vain attempt to stop the bike sliding under power on the way out). On the perfect line, the GS was set up for the apex when the bike grounded out so quickly (on the crash bars) that the rear wheel came off the ground and almost chucked me off. Still cranked over it was painfully obvious that I wasn't going to make the corner so I pulled on the bars, got the bike upright and went into the turnip field at around 50mph.

On any of the other bikes out there I reckon would have ended up planted deeper than one of the resident root veggies, however the GS's dirtbike roots came shining through and I simply rode across the field and re-entered the track in a cloud of dust and flying turnip tops. I decided to call it a day after that - clearly the farmer wasn't likely to be impressed by any more of my rotovating activities.

Imperfect Perfection?

After my experiences on (and off) the track, a chance to load the bike up and sample its touring abilities came in July when Blez and I hotfooted it down to the Stella Alpina Rally in northern Italy. The idea was to pit the Bee-Emm against a Cagiva Navigator whilst at the same time visiting this annual big trailie extravaganza (see the report in TBM 72). I was thankful for the 1150's extra torque over the old 1100cc model when I got the bike loaded up and onto the French Autoroute,

and while the new bike's extra top gear (old models had a five-speed transmission) helped lower the rpm and increase fuel economy (42mpg, and less than 5000rpm at just over 100mph), the problem remains that sixth gear on the GS is just too much of an overdrive. When the bike is loaded to the gills throttle response in top is not what you would expect for a litre-plus motor.

Clearly, the BMW designers have compromised with the choice of ratios and of course being a shaft drive it means that changing the final drive ratio is not a simple task. But you've got to ask the obvious question: why BMW chose this top gear ratio in the first place? After all adventure (long-distance) touring is surely the Beemer's rationale and many owners will be riding their bikes fully loaded - and possibly two-up?

Talking of high speed cruising, the saga of finding a solution to the buffeting from the standard screen goes on. Speaking to fellow GS owners actually confused matters even further. Some suggested a taller screen others a shorter screen or even no screen at all! And to add further confusion some riders say that the standard screen on the standard setting is perfect. Speaking to Barry at Lind BMW about the subject resulted in the offer of a loaned aftermarket 3" extended screen that bolts straight on in place of the factory item (£54.99 Inc p&p, call 01603 620222).

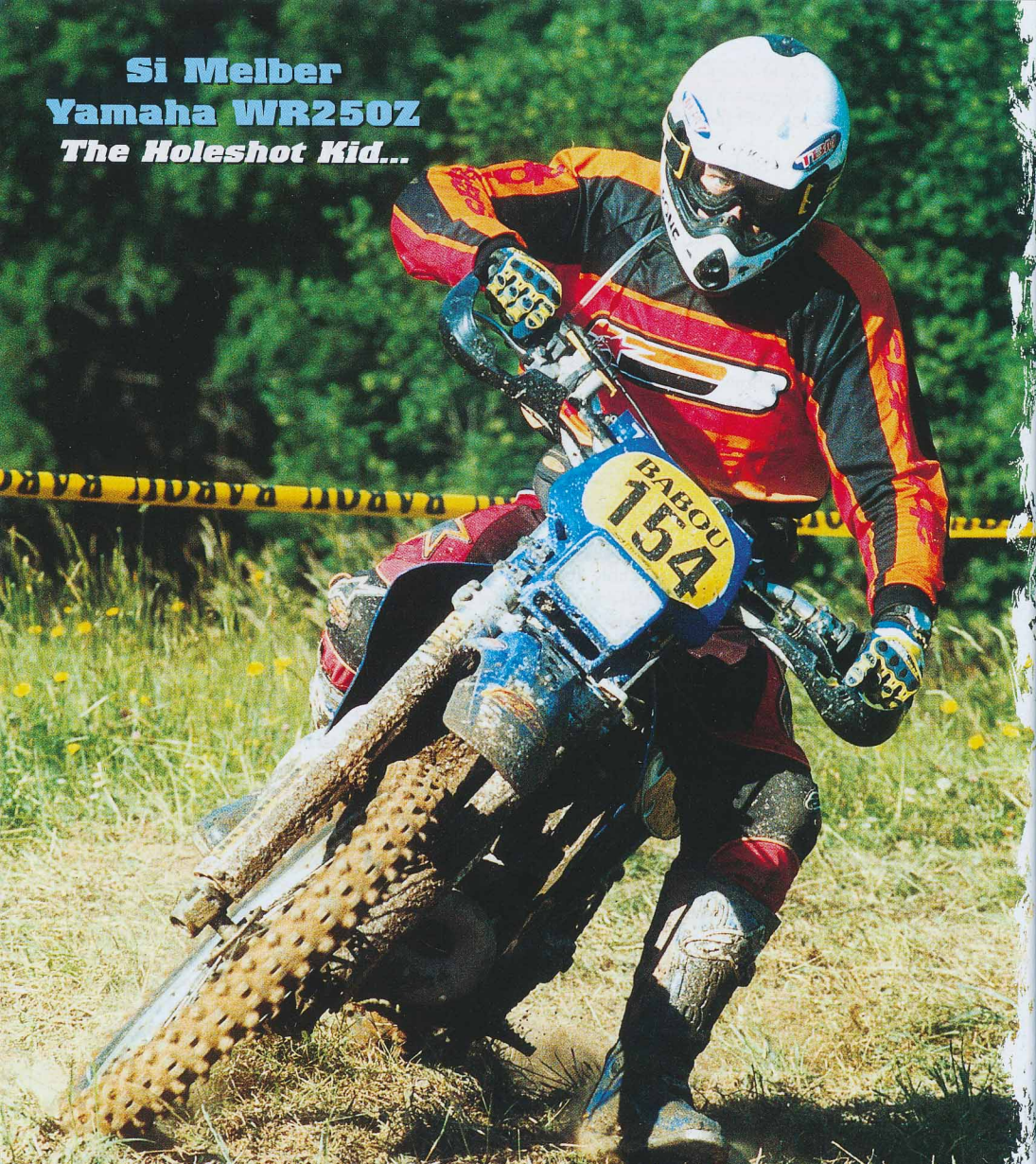
This was fitted before the 2000-mile round trip to the Stella and I found that it certainly made a difference to the Bee-Emms high-speed cruising ability. There was much less buffeting at all speeds and in the fully raised position it keeps your visor free from bugs and other flying autoroute rubbish. But for trail riding I found that the tinted screen's lip distorted the view forward so I whipped it off for the ascent on the alpine cols. I still haven't plucked up enough courage to take a hacksaw to the standard screen and lop 25mm off the top lip as recommended by reader John Horrobin (TBM71), but that may yet be on the cards.

But despite the niggles with screen and top gear, the BMW simply gets better the more miles I rack up. I'm blown away by its versatility, its off-road ability impressed over in Italy, and frankly no other bike I've ever owned (including Elefants, Teneres and SuperTeneres) have had the BMW's combination of balance, poise, speed, stability and go-anywhere ability.

It may be big, but the new GS is incredibly strong-hearted... **DCC**

Thanks to the boys at Lind BMW Norwich for the coffee and advice. Thanks also to Martin at Sports-Moto for the loan of the trick prototype Van Der Linde performance pipe. Call them on 01926 485101 for more details.

Si Melber
Yamaha WR250Z
The Holeshot Kid...



STAFF BIKES

Pics: Maindru & XIXX



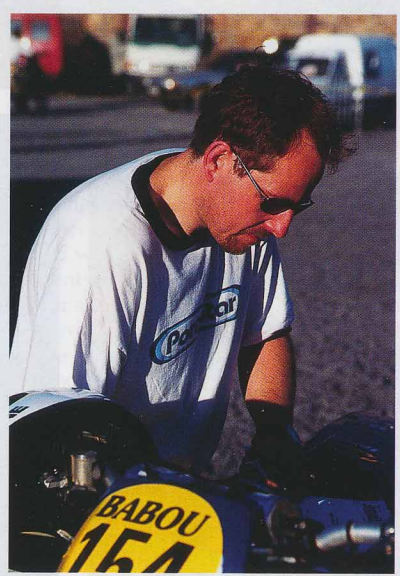
One of the mini Moto-X special tests...

I can't remember ever having lead a race in my life before. Even the annual egg-and-spoon race at my junior school sports day, only ever saw me placing mid-field. So when I unexpectedly got the holeshot on my WR250Z in the mini motocross race that made up one of the special tests in this year's three day Trefle Lozerian enduro in France (ahead of KTM 520s, and WR426s etc), you can imagine how surprised I felt.

But surprise was the least of my worries - there were other pressing problems to deal with: like which way did the track go now...

Of course I wasn't used to having a clear track in front of me (I don't ride well unless my goggles are completely filled-in and I'm spitting mud out of my mouth). I got to the first corner, saw it went right and turned right. So far so good then. By the time I got to the second corner and was still in the lead I had delusions of winning the race. Three seconds later a WR426F came past me hugging the contours of the ground like a low-flying missile, with a Gas Gas 250 pilot riding shotgun. Hey ho, I was still in third place - not too bad.

It was only a four lap race and as I was coming round for the fourth and final time I figured I'd somehow got a top three finish in the bag. There were only two more corners left to the guy holding the chequered flag. That's when I fell off...



It was only a small crash (I was barely on the floor for more than a second or two), but it was enough time to let two more bikes through. Worse still, one of them was TBM's own project KLX with Clive loosely at the controls. I couldn't believe I'd thrown away the only decent chance of beating him in a special test over the entire three days. What a bummer.

Perhaps I should put all this into perspective. There were dozens of these mini moto-X heats all day with perhaps 15 riders making up each heat (until all 550 riders had raced), and I'd come fifth out of 15 in my particular middle-ranking heat. Ah well another mid-field placing then...

La Belle France

The story of our staff bikes this year has been an unusual one - for fairly obvious reasons. Late last year we'd signed up to do as many of the French 'Classic' enduros as possible, which given the lack of events taking place in the UK, turned out to be a smart move. As the TBM offices are located in London, France is actually closer to us than Wales. And since the French classic events are generally two-days or sometimes even three, that makes the long trip down there and the extra costs of entering these events worth it (they're not cheap especially when you add up the entry fee,



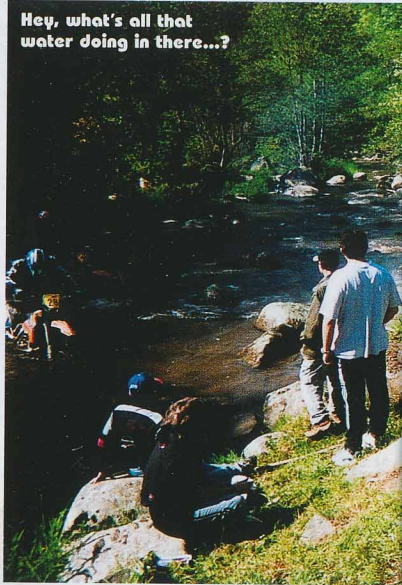
STAFF BIKES

cost of travel, and factor in the price of the assistance package, and the spares you use). However it's nice to do a bit of racing in a foreign country. The French are dirt bike crazy, the events incredibly well organised, the food is good and the sun usually shines. Plus of course... No Foot and Mouth. Which is probably the reason why all of the 'classics' have a huge long waiting list for the 500-odd places up for grabs.

Away we Go

Since these events are relatively hard on the bike, thorough preparation is essential: lights must

Hey, what's all that water doing in there...?

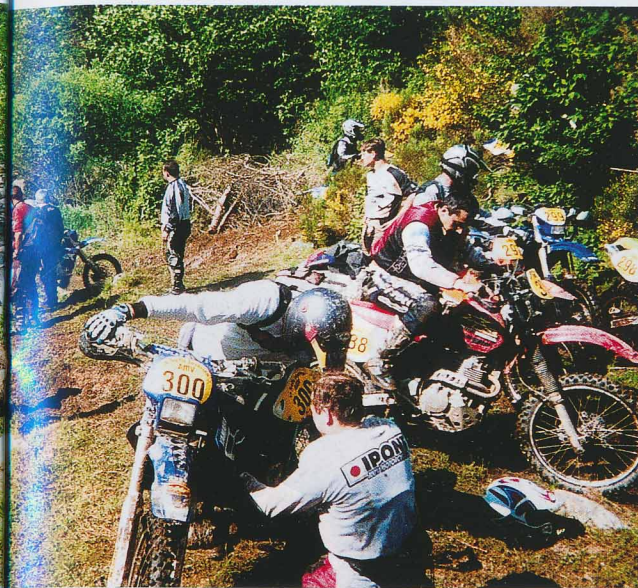


Believe it or not, this chateau was TBM's accommodation for one night in France. Would you believe B&B at £16 per person? Certainly beats staying in a Travel-Lodge I reckon...



work and be powered from the bike's generator, the exhaust must be quiet and everyone competes on standard FIM enduro tyres. It also pays to fit new pads, check the cables and bearings for wear and tear, and most consider a bashplate essential. And so it was that ten minutes before leaving for Dover I gave the WR's tyres a thorough kicking and loaded up!

Okay... a couple of weeks before departure I'd managed to find time to fit a new set of pucks in the rear brakes (excellent Dunlop MX Pros), flashed out for a new air filter, Michelin Comp-4 tyres and mousses, and purchased a set of Apico



wrap-around handguards with the metal inserts (good and strong). The only other thing I'd changed was the bent front brake lever for a tougher Reikon replacement. A gentle rub with wire wool got the rear bulb working again and we were ready to hit the rue.

Our first French event of the year (apart from the Gilles Lalay Classic) took place in the Lorraine region of north-east France

just prior to Easter. To be honest I wasn't looking forward to it all that much. Last year's event was a complete mud-fest with foot-deep ruts and sloppy going, making it difficult to keep the bike in a straight line. This year however we were greeted with warm sunshine, a fantastic course and a mixture of open forest trails, and of course the usual five special tests per day.

The WR fresh from its first rebuild after the chain decided to jump off and bump into the crankcases, felt better than ever. I couldn't believe how well it pulled through the gears and ripped up-top. Of course around the twists and turns of

the special tests the combination of the WR's grunty power delivery and explosive mid-range made it a bit of a handful at times, but that's what I love about it. There's no better feeling than coming around a grippy turn with the back end stepped out a foot or two, and feeling the front end come up in the air. Don't get me wrong, I can't ride like that most of the time, but when it all comes together, the feeling is fantastic.

By the end of day one I was tired but happy. The bike hadn't missed a beat all day, and I'd managed to stay on board for the duration (something of a personal best). Walking out of the parc ferme I was greeted by the sight of a row of market traders selling all sorts of locally produced goods - from home-made cakes to home-brewed beer. We grabbed a bottle or six and headed back to our accommodation for a 'bit of a night in'. Well, it would've been rude not to.

Day two was trickier than the first partly because my head was pounding (never trust home-brew), but mostly because I was riding like a complete donkey - falling off wherever I could. The route included an awesome stream-bed descent which began with a six-foot drop off the track into a shallow (and incredibly narrow) rock-strewn stream. Dropping into this hazard Both Clive and I tweaked our bikes' left hand radiators quite badly, though fortunately the WR's didn't spring a leak like the TM's.

The afternoon included a superb (and optional) steep climb up a long, slippery hill with dozens of spectators waiting at the top for the inevitable crashes. I arrived at the bottom of the climb to find the marshals pulling the remains of an XR400R clear of the track. I snuck the WR into third gear and gunned it for all it was worth. Halfway up the climb I got all crossed up but dropped down into second and cracked the rest of the hill with a plume of roost spraying out from the rear tyre. Awesome fun.

By the final motocross test I was well down on Clive, so I was determined to make up for it with a good showing at the permanent MX track. There were 40-plus bikes lined up on the start gate and I was sat next to Clive on the big TM300. The gate dropped and I gave the WR an almighty handful. Strangely enough, instead of barrelling out of the start gate in the lead, the bike scored loads of grip and I found myself hanging onto the mother of all wheelies. I've never wheelied bolt upright for the length of a start straight before now, but let me tell you it's even scarier than it looks. I wobbled round for

STAFF BIKES

Summer riding...
French style.



the three laps overtaking no-one, content with my customary mid-pack finish.

Water Water Everywhere

Early June saw us packing the WR into the TBM Transporter for the traditional trip to the south of France for the three day Trefle Lozerian Enduro. Once again hot weather and cloudless skies greeted us for the most fantastic enduro high up in the eroded volcanic peaks of the southern Auvergne region near Mende. In fact the weather was so hot I was almost glad when the WR and I decided to take an unscheduled dip in one of the deep rivers which dissect the area. Doh!

I'm usually pretty careful when crossing deep water, but this time I made a dumb mistake which earned me the cheers of all the riders on the opposite bank. I'd virtually cleared the water and was just in the process of climbing out the far bank when the WR slipped unexpectedly backwards and we both took an early bath. Once Clive had finished chuckling, he gave me a hand to tip the bike upside down and we began the

slow and painful job of emptying all the water out from the motor. I took the air-filter off and wrung it out, removed the plug and spent ten minutes operating the kickstarter to clear the engine. A new plug got the bike sparked up, but it was running a bit rough for the next few kilometres. At the following checkpoint I swapped the air-filter and it ran fine after that though I felt there was a bit more vibration than normal - especially noticeable on the longer road sections.

The defining factor of the Trefle this year was one or two horrendous rocky climbs which seemed to go on forever - with boiling bikes, sweat-soaked riders and frantic marshals littering the place. It was on one such climb that the bike's bashplate disappeared after clouting a particularly big boulder, but the WR is one of those machines that'll scramble its way up virtually anything once you know the secret. Stick it in second gear, exercise a bit of self-control with the throttle and it'll claw its way up the trickiest of climbs barely above tickover, with only the odd push or pull needed along the way.

In the special tests however I was having a few little problems. I couldn't work out why the bike kept stalling every time I touched the back brake (even though I was de-clutching). I turned up the idle speed, but it didn't seem to make a lot of difference. After stalling or crashing in 13 out of the 15 special tests (I crashed twice in one slippery test), I knew my finishing position was going to be way down (even by my average standards), but at least I'd stayed on time and hadn't hurt myself.

The bike was another matter however, the vibration had got steadily worse, the bashplate had gone missing, the aluminium front fender support had snapped from the incessant pounding of the rocks and the forks had started feeling incredibly harsh. The usual hammering then that an enduro bike gets in a season - but in just one incredible race.

France Rocks...

There was just time to get the forks serviced by the guys at Pro Racing in Northants before loading up the TBM Trabant and heading south once again to the Rand Auvergne at the end of June. This time it was really cooking (35 degrees), and I

hadn't had time to do anything about stripping the motor to find the cause of the vibration. I hoped it would hold together! At least the clutch drag was cured when one of the guys at Pro Racing noticed I was running loads of slack on the clutch lever. This is something I've always done since my XR400R burnt out its clutch at the Welsh Two-Day in 1997. But two stroke clutches never get as hot as those on thumpers so I adjusted out the play and the clutch drag all but disappeared. Result.

Suddenly I wasn't stalling in the special tests anymore and nor was I falling off (quite so often). Of course I wasn't going any quicker (we never bother to walk the tests beforehand), but I was saving heaps of time just by staying upright.

As with the Trefle the Rand was littered with rocks - every where you looked. One rocky climb followed another. Then when we'd climbed seemingly every decent sized hill in the area, we started going down. And down and down... All of it on the harsh unforgiving volcanic rocks of the region. My arms and legs were jelly and the bike

was getting shaken to pieces. By lunchtime on the first day it was all I could do to slump down in the shade with a drink. Hundreds of riders had pulled out already and the day wasn't half done.

As I gathered my strength for the afternoon's checks I thanked my lucky stars I was riding a two-stroke. If it had been a thumper with all the extra weight and inertia (not to mention more instant bottom-end) I think I might've thrown in the towel. As it was, I'm convinced the WR got me to the end, and without dropping time.

I've never been so exhausted after a race as I was that night, and no matter how much I drunk, I couldn't seem to quench my raging thirst. Fortunately day two was marginally easier - it was still fiercely hot, but the course was much nicer to ride. Instead of routing us up the rocky climbs there was mile after mile of open forest tracks where little blips of the throttle lifted the WR's front wheel over roots - the bike (and my riding) seemed to flow much better that day.

Engine Out...

By the time I got home however, the engine vibration had become noticeably worse and that meant a rebuild was on the cards. A little bit sooner than I'd planned this year, but I'd reckoned without the bike swallowing a lungful of water. One of the down-sides to owning a race bike is the amount of maintenance you've got to put in. There's no getting around this though. It's a false economy not to stay on top of the maintenance programme.

Whilst pulling the engine out of the frame I noticed that there was a small amount of play in the linkage bearings, and that the swingarm ones would certainly benefit from some new grease (though I may well replace these yet). The frame had also taken a pounding and paint was missing off the lower frame rails, despite wearing a bashplate for most of the season so far. Finally little items like the footpegs, kickstarter, clutch perch and chain guide are showing signs of wear and could do with a bit of TLC.

So now the engine is away for a rebuild and I'm going to be taking a look at smartening up the frame, and generally giving the girl a once over. I've already removed the chain and given the rolling chassis a good clean down with degreaser. By the time the motor's ready to be re-installed she should be looking good for the second half of the season. Even if I'm still the mid-field rider I always was.

But when the bike's all rebuilt, watch out for the Holeshot Kid at the next enduro. You know what they say about first place: 'you can only go down from there!'

And I'm living proof of that fact...



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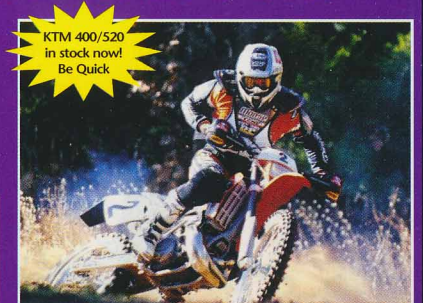
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A Grand Day Out

With just one day to get some trail riding in on a family holiday to Dubai earlier this year, reader Mike Woolley, decided to pack everything into nine sweet hours...



Just like snowboarding... Only dafter...

That's Big Red. The biggest (and presumably reddest) sand dune in the area. Getting up there on an XR400R is great fun. Just watch out for the sandboarders and the nutters in their 4x4s...



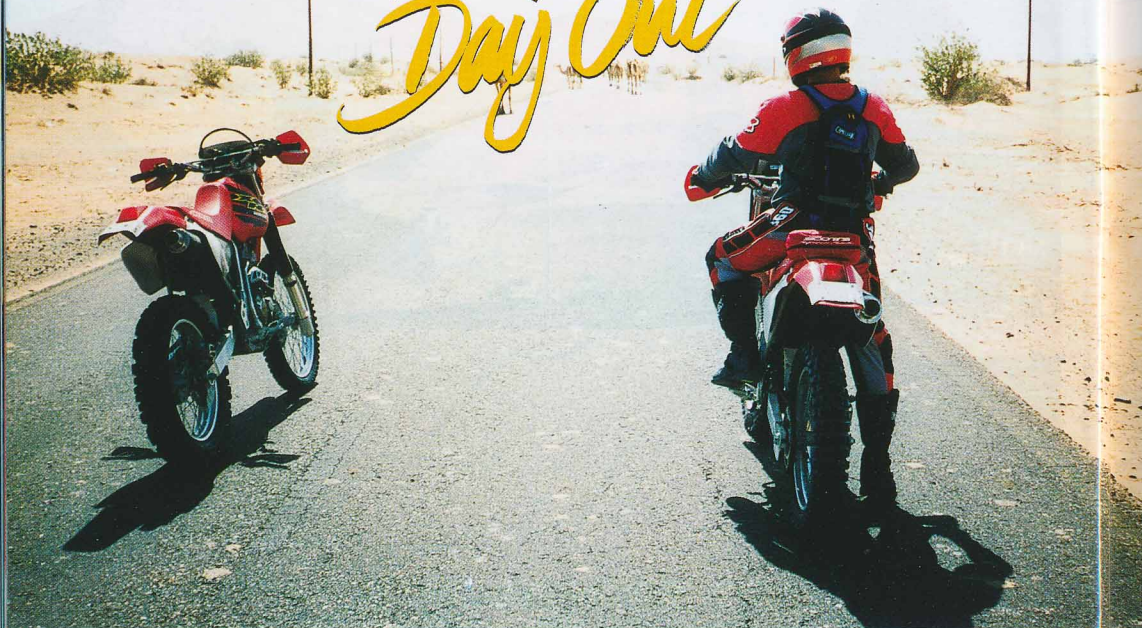
The UK undoubtedly has many attractions for the trail rider, but in spring this year just before Foot & Mouth got a toe-hold in the countryside, a family holiday to Dubai provided one of the best day's trail riding in my life.

Of course it was a tough decision - England or Dubai? Shiver at five degrees, or glow at 25 degrees, buy your fuel at 80p/litre or 80p/gallon, ride through bottomless mud, or skim over endless sand dunes, sit with your Thermos in the lee of a Cornish hedge, or sip your chilled drink under the shade of a palm tree. Then again, perhaps it wasn't such a difficult choice after all.

Having spent an enjoyable week being (almost) the model family man on holiday in Dubai, I felt the last day could usefully be spent a bit further away from the swimming pool - on a dirt bike. My expat mate Colin, the owner of a new Honda XR400, had sourced me a hire bike for the day from a local company called Sahara Bike Tours (SBT), a tour operator based in the United Arab Emirates (they advertise in the back of TBM). Its owner, Martin Cleary, apart from being a full-on bike nut, runs a comprehensive programme of off-road bike tours, including full back up and accommodation packages. I came away with the impression of a well-run operation, with immaculate premises, clean bikes and useful supplies of

Empty roads await...

A Grand Day Out



riding gear. And SBT are currently developing some exciting new tours (including a big trailie one) with the active participation of the UAE tourist authorities. Watch this space.

Having picked up the bike (a well prepped XR400) the night before, we were able to make a 7:00am start. It was still warm enough to work up a decent sweat kicking Colin's own grumpy XR into life, so we were glad to get moving and catch some breeze. Just a few miles of rush hour traffic saw us dive off onto the first trail, a graded track taking us south and then east in the direction of our first stop, a gas station on Route 66, (I kid you not!). We had planned the day to be a series of short(ish) loops culminating in fuel stops, as we only had standard tanks. Also the maps are not great (scale 1:750,000!) and SBT's GPS co-ordinates weren't compatible with my ancient GPS. In fact we used a Silva compass and the sun to find our way most of the time, and had no problems. We deliberately rode in areas mostly bounded by tarmac roads, so in an emergency you could arrive at civilisation by riding no more than 20-30 miles in any direction.

After spending nearly two quid (I ask you) topping up both bikes, and seeing off a couple of

ice creams, we felt sufficiently restored to go and tackle Big Red, a monster dune just off the main highway to Oman. At the weekends, it's just four wheel drive anarchy as all the crazy locals charge up and down the dunes in Land Cruisers and various other tackle, including outrageous quads, heavily tuned and chromed to the max. Safety gear is frowned upon and we saw two intrepid quad pilots wheelying side by side down the dual carriageway (as you do) when one of them looped out - ouch! Don't try this at home, folks.

Luckily on weekdays, it's fairly quiet - just the two firms taking people sandboarding (like snowboarding, only on sand of course!). Big Red is right on the limit for an XR4 - you have to give it the meltdown treatment in third gear to stand a chance of getting to the summit. The sand is soft enough to be incredibly power sapping, and it took Colin three goes to crack it - a good effort for a fairly inexperienced rider with no competition background.

Returning to the dual carriageway (it's weird having to thrash a bike down a dune as well as up), we put in a couple of tarmac miles before heading slightly north towards Eccles Ridge, a big rocky outcrop just visible in the (by now)

'Look what we did on our holidays'. The obligatory souvenir snapshot...



shimmering heat. Having elected to ride the most direct route, we paid the penalty of a network of mini dunes - too close to ride fast, and with sheer drop-offs down the steep face of them just to add some spice. I quickly found some of the UAE's famous 'invisible bottomless sand' which neatly swallows the front wheel whilst hurling you over the bars. My how we laughed - at least Colin did. After a few more crashes we somehow raised our game enough to cover the last few miles in good order. I have to say at this point that bikes without leccy starts are truly the invention of Satan and his demonic cohorts.

It was getting seriously hot by now (midday or so), so we picked up a big, fast piste with lovely blind crests, which I thought amusing to jump off until I suddenly clocked a mental image of two tons of shiny Land Cruiser doing the same thing, only coming the other way. Cowardice is good for you, sometimes.

Noel Coward was wrong - Mad dogs and Englishmen don't actually go out in the midday sun, they find a cool, incredibly clean petrol station in the middle of the desert, where they are served by polite, friendly Bangladeshis who fill up their bikes and cook them a tasty omelette for their lunch, followed by yet another ice cream. Life is sweet.

Struggling into the sun once more, we bashed out a few more miles of blacktop before getting stuck into a large wadi (a dried up river bed).

This actually had quite a lot of vegetation in it on which you could impale yourself if you weren't careful, along with the World Heritage Rut Collection. Having spent most of the day encouraging Colin to really attack the soft rutted going, saying useful things like 'just loosen up, keep the power on' and all those other half truths, he took me at my word and steamed off like a man possessed, carving lurid feet-up slides round the corners and making me work a bit harder than I wanted, just to keep in touch. Just remember mate - no one likes a smartarse!

Eventually the red mist faded away and we turned off on a westerly power line dirt track that took us the last 15 miles towards Dubai. Half an hour of blacktop later, we were handing back my XR, and flexing the plastic as I settled-up for the day's hire. Well worth it I reckon - about £100, plus I spent £10 on drinks and fuel (a can of drink costs the same as a gallon of four-star). We had about nine hours on the go, did just under 200km, and enjoyed an unspecified quantity of chilled beer on our return home. An absolutely cracking day out!

Flying back the next day to a sleet-filled Bristol airport, with Foot & Mouth to deal with, plus finding I was winner of the Cornish Overdraft Championship was, how shall I put it, slightly dispiriting. Dubai is only eight hours away by plane, but it's a world away in terms of riding pleasure... Mike Woolley

Good luck Matt Copeland & Rich Knowles - Optic Tunisian Rally - D.L.Prepped XR400's
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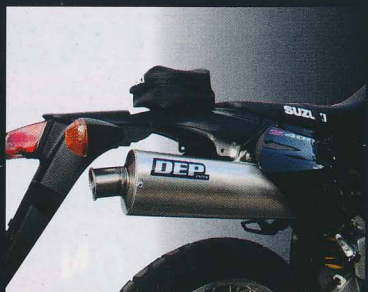
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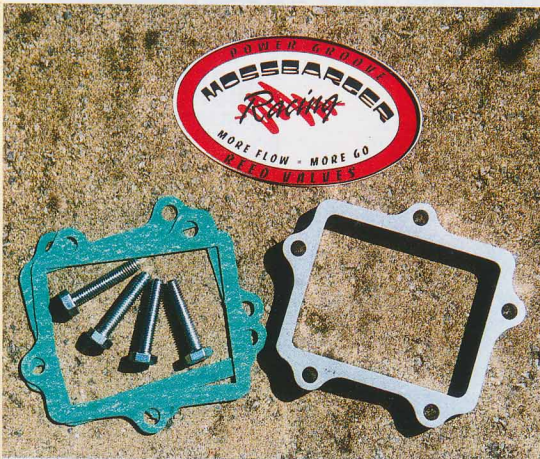
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PsychoMotor 1 - Dirty Biking CD-ROM...

Here's a new product with a difference. Ashline Video have produced this interactive CD-Rom with a view to showing what the wonderful world of dirt biking has to offer. The CD-Rom slots into your PC and contains numerous short movie clips of dirt biking events. Under four different headings, Moto-X, Enduro, Trials and Play, the disc takes you through the various aspects of the sport (with numerous different samples) and there's a brief overview of each of the disciplines shown alongside. With simple navigation and clear head-

ings it's pretty easy to work your way through the disc which also contains a link to the Biker.force9 website as well as a number of reviews, reports and pics from selected events. If we were being critical we'd say that the disc is probably more interesting to riders who are new to the game than old hands, and that most of the content is south-west based. Nevertheless it's a novel idea and one which will appeal to PC addicts. Dirty Biking costs £14.99 inc p&p and you can get a copy by calling Ashline on 01647 61426.



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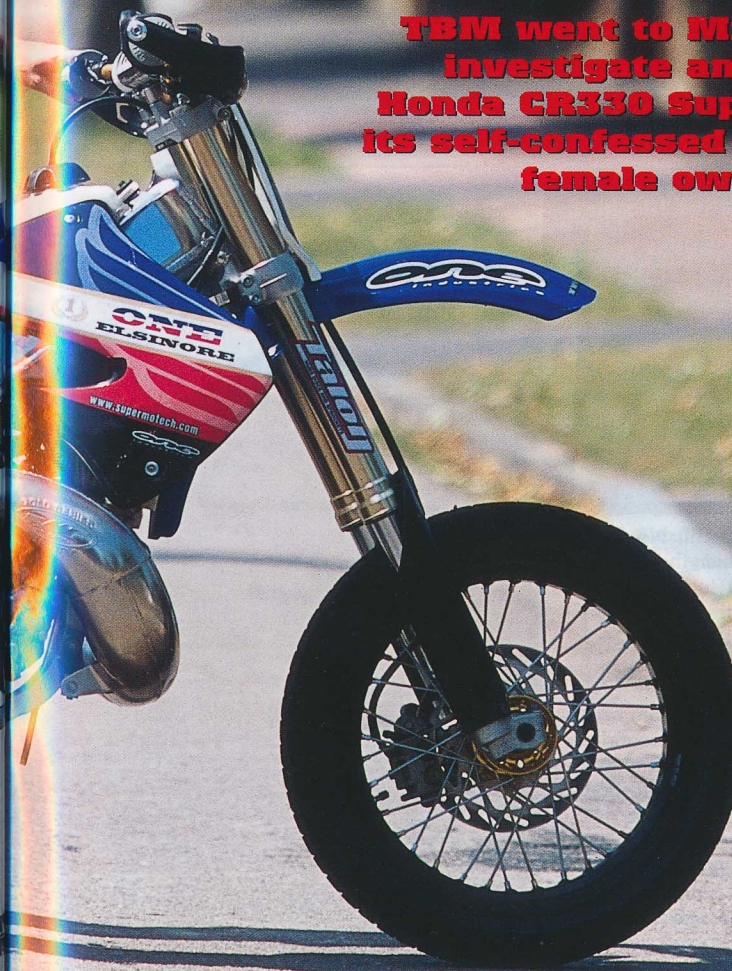
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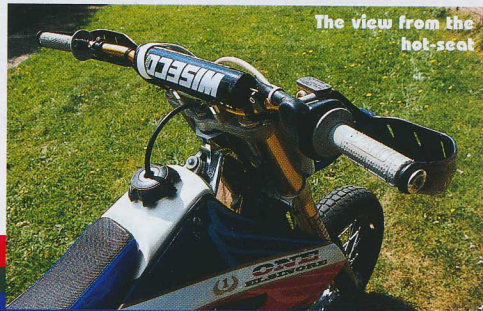


Curly POWER!

HONDA CR330SM



Emma's CR, sure looks pretty...



The view from the hot-seat

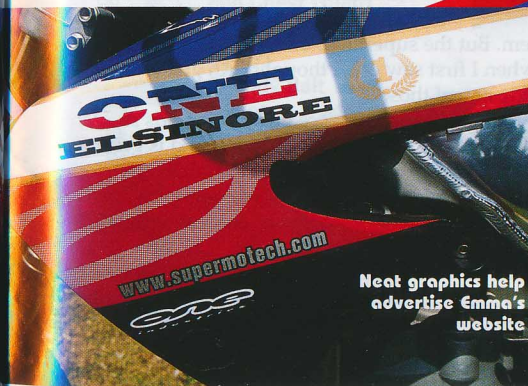


Is that purposeful or what...?

Petite, pretty and very purposeful. No, I'm not describing Emma Wheeler, the 26 year old owner of this particular supermoto (though she undoubtedly fits the description), but actually her 1997 Honda CR330 SM. You see Emma's a huge supermoto fan, something she attributes to the fact that she began her two-wheeled career on road bikes then graduated onto dirt bikes (rather than the other way round), before finally combining the two in a supermoto. Nowadays she finds the attractions of a well-shod dirt bike, buttered with a fat pair of race 'wets' an attractive proposition. Not least because the smaller 17" wheels means her feet are much closer to the ground, but also because like a number of women riders she's a serious speed freak, and finds tarmac easier to ride than dirt.

If you're into supermoto you may have already heard of Emma: her web-site Supermotech.com is not only an excellent place for 'Motoheads' to

330cc barrel and no power-valve...



Neat graphics help advertise Emma's website



hang out, but it's also the place to go if you want to find out information on the current UK SM racing scene. By day she works as sales and marketing manager for PDQ in Slough - a Dyno and tuning shop (and the importers for Dynojet), while her CV boasts a short spell as a bike journo on Streetfighters Magazine based up in Manchester.

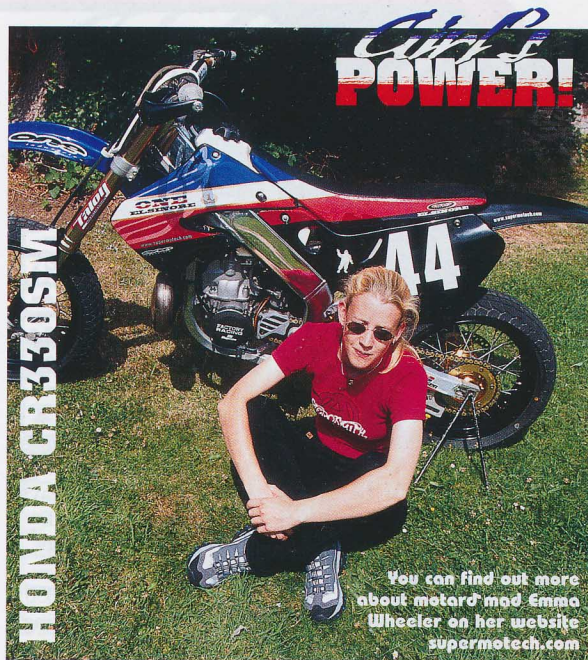
The pretty CR is actually Emma's third SM machine. Her first (a motarded CRM250) gave way to a Husky 610TE ('cos she wanted something with a bit more oomph'), and the CR330 is actually just for racing - she's currently campaigning it in the NORA super-

moto championship. Take a closer look and you'll see that the CR's barrel is a little bigger than usual and there's no sign of a power-valve lurking in there. It also has a different reed block and a cut-and-shut head-steady. Emma reckons the bigger Wiseco slug gives the CR awesome mid-range and good traction out of turns. The bike's been dynoed at 45hp at the rear wheel so the lack of power-valve obviously hasn't hurt the top-end all that much either.

In fact Emma and boyfriend Nick bought the bike as a fairly tired Motocrosser for just 1500 quid. The 330 conversion had already been done, but so badly that the thing went bang almost immediately. 'There was no clearance between the piston and barrel' she says matter-of-factly 'and the thing seized solid, the first time I rode it!'

Apart from stripping and reboring the big-bore LA barrel, there was a new piston to find, and a load of work to be done just to get the thing up to scratch. All the knackered wheel/head/linkage bearings were replaced and regreased, the suspension was stripped and serviced, the bent and broken plastics were swapped for new ones and then trimmed down (moto style) at the front; and the old 21" and 18" wheels were parked in the shed while Emma waited for her brand new 17" Talons to arrive.

Once the suspension had been serviced, the forks were slid back into place as far through the yokes as they would go (and the fork protectors modified to fit the wider Bridgestone rubber),



Solvol Autosol brought the alloy beam frame and headstock up to the shiny condition you see in the pics and finally a new set of One Industries Elsinore graphics (which remind her of the original Honda RC30 classic styling) topped off the project. Nice.

Although she's been into the motard scene for the last few years, Emma only took up racing SM this year, and at her last event moved up a class (the second time this year), so she now finds herself dicing with some quickish riders.

'I still find it quite daunting' she admits, 'because I didn't have a background in off-roading to help me. It makes such a difference to your confidence', she says 'knowing how to control a bike on the dirt.' Which I guess is why she has a tidy CR125 tucked away in the garage - and the day I met up with her, she was heading over to a practice track to get in some dirt riding.

'In the past, I'd never bothered riding off-roaders much - I've always struggled with my height - that's been the problem.

But the supermoto bike is much lower, and when I first saw one I thought "Ah great - I can ride one of those..."

Now as her confidence grows she finds she can sling the CR around with abandon and is getting used to the 330's impressive power delivery. 'When I rode it at Blyton last weekend it was just great' she said, 'coming out of corners with the front end up...'

So what future plans does she have for the bike? 'I'd love to put it on the road' she confesses with a giggle, 'it'd certainly cut the time it takes for me to get to work, and liven up the journey a bit...'

So if you see a breathed-on CR in your mirrors, lighting up its rear tyre and picking up the front end on its way out of corners... Don't worry, you'll know it's just Emma - running a bit late for work...

Supermotech.com is Emma's baby. She designed and constructed the site herself and updates it weekly with reports and fixture lists of all the SM racing in Britain and Ireland. It's only been going two years but has already had 70,000 'hits' from interested parties. The site itself contains numerous pictures of various road and race motards as well as links to a number of other SM sites, along with a discussion page and a free supermoto classifieds. Check it out...

while the shock had virtually all of its pre-load wound off. That left a bike with a remarkably low seat height, but still with incredibly stiff suspension - just perfect for racing on asphalt.

A new set of bars, grips and wraparound handguards sorted the steering while moto gearing meant taking a grinder to the chain-slider on the front of the swingarm to allow clearance for the 15T front sprocket. The 39T rear is about as small as you can go without the chain interfering with the hub, and obviously it required a shorter drive chain to be used. 'I've still got to mess around with the gearing a bit' she explained as she talked me through the bike.

One thing you won't see on this machine is a dinner-plate sized front disc. The reason's pretty simple - it doesn't currently need it. Emma only weighs just over seven stone and her stripped-down racer tips the scales at less than 100kg. Quite frankly the standard Honda CR disc is more than capable of hauling that lot down from three-figure speeds without fading. Nevertheless she replaced the front disc with a thicker item because the old Honda one was wearing thin, and is just thinking about brake improvements for the future. 'Even with the standard disc I still get arm-pump from the amount of braking available' Emma says, 'any more brakes and I think I'd be over the bars every time I braked hard. But as I get faster I may look at getting a braided hose and perhaps a slightly larger disc - but not a huge one.'

A few evening's serious polishing with the



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Kawasaki KMX200 G-reg, excellent cond, knobbles, bashplate, lowered gearing, elec fan, spare tyres, plastics, w/shop manual, DEP pipe. Tel 07778 903351 (Notts)

Honda XR600RV R-reg, 8000m, MoT, tax, original, two owners, mint cond, £2700. Tel 01604 620 079 (N'thants)
KTM/CB250 1983, hybrid, red, disc brakes, lights, used for green lane and off road, needs tidying, £180.

Tel 0208 542 0174 (Surrey)

Yamaha XT500 1977/8 complete and original, good runner, grin factor 10, £850 or swap for TY250Z or Pinky. Tel 01787 377 884 (Suffolk)

Yamaha WR400F 1999 stunning bike, carbon fibre frame guards, O'ring, new tyres, loads of spares, £2800 ono. Tel 0208 656 6275 (Surrey)

Yamaha XT350 H-reg, 17,500m, new 520 c&s, Supertrapp silencer, spare front tyre, w/shop manual, £1050 ono. Tel 01282 817 573 (Lancs)

Cagiva 900 Elefant N-reg, only 20,000km, tax, MoT, vgc, £2250. Tel 01282 863 015 (Lancs)

Suzuki DR350 P-reg, 3400m, mostly road, nice cond, extra Acerbis tank, frame, fork, hand guards, and off road tyres, £2000. Tel 0141 337 3084 (Glasgow)

Yamaha Serow XT225 F-reg, MoT, tax, 22,500m, white, good cond for year, £995. Tel 01322 341 509 (Kent)

KTM 540SXC 1999, excellent cond, new tyre, low mileage, gold rims, White Power suspension, Kari Tianen replica, £2895. Tel 01983 403 814 (Hants)

Yamaha DT125 1985, red, MoT, immaculate, £675 ono also Suzuki TS185ER, red, logbook, brilliant starter, £25 ono, must clear. Tel 01279 731 333 (Essex)

Honda XR280 1999 Wiseco conversion 34mm Mikuni flat-side, White Bros camshaft A-loop CR tank seat conversion, 2000km, FMF silencer, pristine, £2895. Tel 07973 479 223 (Lancs)

Honda Montesa 349 trials bike, 1981, fully rebuilt, excellent cond, good beginners bike, £695. Tel 07715 295 016 (Lancs)

Armstrong MT500 1987, white, regularly serviced, T&T, good cond, £875 ono. Tel 01263 733 916 (Norfolk)

Honda XR650 2000 model, low miles, road use only, ultimate enduro for only £2800 ono. tel 01388 607 815 (Durham)

Gas Gas EC250 1999, bought new July 2000, lovely looking bike, hardly used, mechanically and cosmetically perfect, road legal, £2000. Tel 01832 293 583 (Cams)

Yamaha TDM850 black, long MoT, new pads, recent c&s, good cond, £1850 or p/x XR400. Tel 01282 606 821 (Lancs)

Honda CRM250 MKII J-reg, T&T, DEP tail pipe, tidy, blue/white, £1650. Tel 01229 860 342 (Cumbria)

Honda XR400R W-reg, 600km, as new, knobbles and road tyres included, excellent on/off road, £3500 ono. Tel 01282 867 057 (Lancs)

Honda XR600 1997, little use past two years, Acerbis large tank inc, Scott summers fork brace, £2700 ono. Tel 01823 400 676 (Somerset)

Gas Gas Pampera 250 1999 excellent bike only £1500. Tel 07855 205 259 (Cornwall)

KTM 500 two stroke, single, good cond, MX machine, not for the faint hearted! £800. Tel 01743 790 221 (Shrops)

Aprilia Tuareg wind 600, 1989, twin front disc model, new tyres and cam belt, T&T, 15,000m, £1200. Tel 01635 866 816 (Berks)

KTM 400SXC T-reg, vgc, new c&s, Renthals, little use, £2500 ono. Tel 01242 232 218 (Glos)

Honda CRM250 MKII K-reg, full DEP, new Dunlops, f/serviced suspension, UFO, T/headlight, gold Renthals, loads of spares, immaculate, £2250. Tel 01242 705 803 (Glos)

Yamaha DT125R J-reg, black, 9000m, tax, MoT, very tidy, excellent cond, fully serviced, £995. Tel 01235 202 778 (Oxon)

KTM 540SXC Supermoto T-reg, 8000m, as new, gold Excel rims, Talon hubs, Pirelli Dragons plus gold enduro wheels, 2 sets off/road tyres, £4300 ono. tel 07976 306 428 (N'ham)

Aprilia Pegaso 650 P-reg, MoT, tax, 6750m, black, one previous owner, immaculate, recent tyre, £2100 ono. Tel 01642 817 789 (Cleveland)

KTM 300EXC 1999 mainly trail use and in good condition, new discs, pads and c&s, £1900 ono. Tel 01264 811194 (Hants)

Honda XR250 Y2K big bore kit, excellent cond, 2900km, sensible mods, some spares, £2900 ono. Tel 01494 874 897 (Bucks)

Kawasaki KLX300R 1998 registered, well-maintained, green lane use, sumpguard, brushguard, Renthal c&s, and h/bars, £2250. Tel 01525 240 004 (Bucks)

Yamaha TDR250 YPVS F-reg, blue/yellow, T&T, Renthal bars, DEP end cans, £1000 ono. Tel 07796 273 880 (Bucks)

Yamaha XT225 Serow 1989, MoT, tax, seldom used off road, £1050 ono. Tel 0208 404 7878 (Middx)

Honda XR600 1985 F-reg, never seen dirt, stored 15 years, 4000km, orange, excellent cond. Tel 0207 622 7844 (London)

Suzuki DR400S X-reg, 800m, owned from new, vgc, excellent runner, very capable, extras included, tax, £4000 ono. Tel 01634 842 432 (Kent)

Honda XR440 S-reg, low mileage, vgc, loads of extras, green lane use only, £2950. Tel 07977 000 306 (Surrey)

Honda XL250 P-reg, MoT, good cond, reliable and standard, £600 ono. Tel 07957 265 627 (day)

Honda CR500 P-reg, CRE spec, sorted, Supermoto, Talon/Excel rims, no off road use, £2195. Tel 07730 815 126 (Essex)

KTM 640 Adventure eight weeks old with Touratech panniers, like new, reasonable offer. Tel 01277 652 940 (Essex)

Honda CRM125 H-reg, excellent 100% original cond, 15,000km, T&T, £1295. Tel 01202 734 741 (Dorset)

Honda Z50R mini trail monkey bike, suit 5-12 yrs, 1985 model, good original cond, ride or restore, £500 no offers. Tel 01845 578 389 (N Yorks)

Honda QR50 childs bikes, both good runners and good cond for age, £325 each or £600 the pair. Tel 01372 469 017 (Surrey)

Yamaha XT350, tax, MoT, 1990 CR250 suspension front and back, good reliable bike, £1000 ono. Tel 01380 818 646 (Wilts)

Yamaha WR400 W-reg, UK model, excellent cond, Renthals, frameguards, wants nothing, ready to go, green lane or enduro, £2900 ono. No dreamers. Tel 01239 851 101 (W Wales)

Honda Dominator NX650 red, V-reg, only 9500km, recent tyres, clean, well maintained, genuine reason for sale, £2495. Tel 01932 223 431 (Surrey)

Honda CR250 excellent cond, maintained with Honda parts, raced one season, fast and reliable, bent leg forces sale, £1800 ono. Tel 01736 333 889 (Cornwall)

Honda XR250 X-reg, 1400km, Doma pipe, frame and sump guards, vgc, not import, £3200. Tel 07791 645 951 (Cumbria)

Gas Gas EC250 2000 model, little use, well maintained, genuine reason for sale, £2200 ovno. Tel 07751 770 575 (Notts)

Honda CR250 98 Q-reg, road legal, MoT, bash plate, o'ring chain, spare pistons, chains etc, vgc, £1800.

Tel: 07870 543 273 (London)

Yamaha XT350 G-reg, T&T, Renthals 520, c&s, well maintained, good example, £950. Tel 01539 724 848 (Cumbria)

KTM Adventure 1997 John Deacon mods including airbox jets and pipe, reliable and fun. Tel 07966 399 661 (London)

Kawasaki KLX250 L-reg, 6,500m, MoT, new c&s, knobbles, Renthals, immaculate cond, must be seen, £1600 ono. Tel 01235 200 291 (Abingdon)

Aprilia 600 Tuareg J-reg, Hejira forks lowered 4", centre stand, Amal carb, Pegaso disc caliper, tax, MoT, £1500. Tel 01234 822 074 (Beds)

CCM 240 Rotax trials, vgc, new tyres, cables etc, excellent runner, reliable and easy to ride, registered, £495 ono. Tel 01264 810 138 (Hants)

Kawasaki KLX300 Y2K, stroker carb and header Pipe, £500 spent, well loved first bike, spares, unused this year, vgc, £2650. Tel 01353 741 773 (Cams)

Honda CRM250AR R-reg, 4400km, excellent cond, DEP sport exhaust, sumpguard, many extras, including orig exhaust and spare sprockets, £2600. Tel 01407 749 144 (Wales)

KTM 400EXC 2001 180km, CRD bashplate, Rally-pro handguards, etc, c/w all spares, fully prepared for 2001 season, £4600. Tel 01768 892 167 (Cumbria)

Fantic 241 Progress two 1986 front disc, monoshock, recent rebuild, MoT, needs registering, £650. Tel 07808 318 107 (N'thants)

Kawasaki KLR600ES complete bike, new parts, plastics, wheels, disc, seat, bars, tyres, 2 engines, etc, stored for 8 years, £1000, may split for spares, Tel 01527 877 452 (Worcs)

Yamaha TTR250E L-reg, T&T, white/purple rims, vgc, £1595. Tel 07979 692 592 (Yorks)

Honda NX650 Dominator black, W-reg, mint cond, warranty, 5500m, Honda top-box, £2995. Tel 0207 771 8293 (London)

Suzuki SP370 1979, only 14,000m, superb condition, T&T, two owners, hard to find better £1150. Tel 01437 721 325 (Pemb)

Yamaha DT125R J-reg, immaculate standard bike, MoT, tax, low mileage, £995 may p/x for enduro bike.

Tel 01235 821 162 (Oxon)

Gas Gas 270 trail bike 1997, vgc, fun bike, very little use, reluctant sale, £1500 ovno. Tel 01442 823 330 (Herts)

KTM Rallye 660 e/start, full works, racing bike, inc Ico road book, spares & wheels, ready to ride, only £5000 for quick sale. Tel 01207 272 228 (Newcastle)

Yamaha TTR250 ride, 1995, vgc, extras included, road use only, MoT, tax, white/blue, very low mileage, £1900. Tel 01752 662 673 (Devon)

Honda XLR125 1998 lady owner, MoT, 7700m, excellent cond, £1600 ono. Tel 07968 840 550 (Lancs)

KTM 620LC4, 945X vgc, £1300 also 1992 KTM 125SX £650 ono. Tel 01243 513 243 (Sussex)

Honda XR400 1997, good cond, sumpguard, handguards, ridden regularly by over 60s, lowered rear suspension, £2200 ono. Tel 01460 54149 (Somerset)

Yamaha XT600 '87 Italian import, fully overland equipped,

Acerbis, Touratech etc, all new, vgc, red/black, £2000 ovno. Tel 07876 348 443 (Oxon)

Suzuki DR350 trail version, 15,000m, hand guards, large tank, spare tyres etc, vgc, MoT, £1450 ovno.

Tel 02392 839 957 (Hants)

Honda CRE250 1999 choice of two very little green lane use rare bikes, £2395 each, many spares, 12ltr tanks, mousses.

Tel 07958 390 161 (M'chester)

KTM 125EXC 2000, tax, registered, immaculate green lane use, first to see will buy, £2350 ono. Tel 07976 984 162 (Notts)

ATK 604ES, 562ES/MX motor, Renthals, K&N, Supertrapp, stainless headers, Acerbis plastics, new pads & tyres, WP forks & shock, £1800 ono. Tel 01229 580 631 (Cumbria)

Kawasaki KLX300R S-reg, new tyres, Renthals, trail use road registered, recent service, superb cond, many extras, always correctly maintained, £2250 ono. Tel 07980 705 977 (Leeds)

Kawasaki KMX125 1997, 6000m, good condition, T&T, £1200 ono. Tel 01507 480 243 (Lincs)

Honda XR280R R-reg, T&T, Renthals, bashplate, brushguards, braided hose, new c&s, regularly serviced, green lane only, excellent cond, £2250 ono. Tel 0113 225 9984 (Yorks)

CCM 604E black/yellow 1998, road registered, never raced, MoT, vgc, £2750 ono. Tel 07751 780 087 (Hants)

Yamaha WR400 199 FMF graphics o'ring chain, carbon fibre frame guards, 2 x spare plastics, John Deacon pipe & standard pipe, Renthals, UFO handguards, £2700 ovno also Alpinestars Tech 6, size 11, £80. Tel 0208 656 6275 (Surrey)

Yamaha 175 trials bike 1980, 800 miles from new, original cond, road registered, £600 ono. Tel 0121 603 8853 (West Mids)

Kawasaki KDX220SR L-reg, 9000m, Renthals, brushguards, autolube, indicators, key ignition, superb original condition, reluctant sale, £1500. Tel 01202 885 855 (Dorset)

Honda CRM250 MKII, L-reg, new FMF pipe, new c&s, seat cover, bars, guards, etc, 19,000km, shock needs rebuild hence, £1750 ono. Tel 0208 303 3761 (Kent)

Yamaha YZ250 1992, Stan Stephens tuned barrel, o'ring chain, steel sprockets, clean and tidy, £850 ono, fun in the sun. Tel 01598 753 417 (N Devon) Eves only

Husqvarna WR410 X-reg, e/start, tax, excellent cond, new battery, just serviced, £2700 ono. Tel 01443 473 238 (Mid Glam)

Kawasaki KDX200C2 1987, tax, MoT, handguards, rear fender bag, DEP silencer, all original plastics, super trail bike, £895. Tel 01803 812 940 (Devon)

Gas Gas Pampera 250 W-reg, only 400km, as new, £1700. Tel 01904 490 186 (Yorks)

Yamaha TTR250 1994 hand/dise guards, vgc, spares, tyres, etc, £1600 ono. Tel 01322 615 742 (Kent)

KTM 360EXC 1997 registered, excellent cond, well looked after, new piston, tyres, seat cover, graphics, o'ring c&s, bars, some spares, £1580 ono. Tel 01397 700 862 (Inverness)

Yamaha YZ490 '82, good cond, runs well, recently rebuilt, £500. Tel 07813 262 254 (Beds)

Suzuki DR350SE R-reg, white/yellow, e/start, Acerbis guards, excellent cond, MoT, £2100 ono. Tel 0115 930 2616 (Derby)

Yamaha XT350 1990, red/white, MoT, tax, many new parts, service history and receipts, Clymer manual. Tel 07866 346 420 (Devon)

Suzuki DR350SE N-reg, T&T, low mileage, £1600. Tel 0797 961 3609 (N Yorks)

KTM 620SX '95, recently serviced, fully road legal but not

TRAILBIKE CLASSIFIEDS

yet registered, sale due to injury - unable to kickstart any more, £1500 ono. Tel 01543 493 149 (Staffs)

Honda CRM250R MK3 1994 8000km, full DEP, Renthals, superb, little off road use, imported 1999, £1900. Tel 01788 551 902 (Warks)

Cagiva 900 Elefant, tax, MoT, low mileage, service history, low seat, may p/x trial or enduro, £2250 ono. Tel 01282 863 015 (Lancs)

Yamaha WR400F UK bike 700m, selling due to lack of use, been off road twice, vgc, £3200. Tel 07740 281 336 (Lincs)

Kawasaki KDX200H4 R-reg, one owner, tax, Werx graphics kit, well maintained, excellent cond, £1800. Tel 01388 537 006 (Durham)

Honda XR250R P-reg, good cond, T&T, new tyres, £1850 ono or swap KDX220. Tel 01670 810 728 (after 6pm)

Suzuki DR350 1992, stolen/recovered, very tatty but could be rebuilt, wheels, suspension, engine ok, you collect, £250. Tel 0208 855 5068 (London)

Husky WR250 1997 registered, complete total rebuild, better than new, p/x considered, £1850 ono. Tel 01280 848 190 (Bucks)

Yamaha DT175MX enduro v-reg, standard good cond, white/blue, first time starter, £450 ono. Tel 01246 271 281 (Derby)

Kawasaki KLX650 M-reg, mint cond, never used off road, 9000m, purple/green, stunning bike, £2500 ono. Tel 01453 860 265 (Glos)

Suzuki DR350 tax, MoT, just serviced, many new parts, stainless exhaust, service history, £1800 ono. Tel 07799 148 198 (Bristol)

Husqvarna WRE125 1998 low mileage, tax, MoT, Werx graphics, Boysen reeds, great little green laner, £1500 ono. Tel 02380 323 749 (Hants)

Honda CRM250 H-reg, vgc, £1550 also Yamaha DTR125 M-reg, MoT, £900. Tel 07974 840 453 (N Yorks)

Honda XR400 2001, tax, immac cond, £3350 ono, no time wasters please. Tel 01443 473 238 (Mid Glam)

Suzuki DR350S T-reg, immaculate cond, sensible extras, never been off road, complete set of spare wheels and all original parts, £3000. Tel 01264 335 097 (Hants)

Kawasaki KLX650 many new parts, stainless pipe, black/green, road use only, long term injury forces sale, £1550 ono. Tel 07939 840 676 (M'chester)

Suzuki DRZ400S Y-reg, under 1000m, virtually as new, full CRD exhaust, may p/x Serow or similar, £3650 ovo. Tel 01495 773 723 (Gwent)

KTM 400EXC W-reg, tax, little use, excellent cond, some extras, may p/x mint 640LC4E or sell £4000 no offers. Tel 07710 495 233 (N Yorks)

Honda 650 Dominator 1989, red, T&T, Renthals lazer s/s exhaust, braided hoses, Acerbis hand guards, road use only, £1200 ono. Tel 01752 551 962 (Devon)

Aprilia Pegaso 1996 red, 20,000m, recent tyres, chain and pads, new Gazelle stainless exhaust, T&T, immaculate throughout, £1795. Tel 01784 252 634 (Middx)

Yamaha YZ125 1998, vgc, excellent runner, bargain at £1600 ono. Tel 01765 608 711 (N Yorks)

Kawasaki KLR650 Tengai 1992, 20,000m, excellent cond, many spares including wheels, laser road and race exhaust, £1800. Tel eves only 01795 511 506 (Kent)

Yamaha TT600R T-reg, 900m, never been off road, as new, £

2895. Tel 01623 650 312 (Notts)

Suzuki RM125 1999, bought new 2000, X-reg, handguards, new piston ring, £1700. Tel 07779 125 916 (Cheshire)

Honda CRM250AR 1998 purple/black, 10,000m, purple rims, Mugen pipe Pro-graphics, vgc, new c&s, seals, bearings, etc, £2600. Tel 01293 863 206 (Surrey)

Yamaha XT350 G-reg, 520 c&s kit, good orig cond, spare tyres, T&T, well maintained, £900. Tel 01539 724 848 (Cumbria)

Honda CRM H-reg, green lane use, T&T, good cond, recent c&s, £1395. Tel 01271 342 136 (Devon)

Yamaha DT230 Lanza R-reg, 1000m only, blue/white, garaged, immaculate cond, £1800. Tel 0151 261 1338 (Lancs)

Suzuki DR250S 1992, MoT, tax, bashplate, plastic tank, handguards, disc guards, low miles, lovely little 4-stroke trailie, £1550. Tel 01732 863 736 (Kent)

KTM Adventure W-reg, low mileage, excellent cond, never been off road, great bike, new baby forces sale, £4500. Tel 07956 345 271 (London)

Suzuki DR350 T-reg, black, 3500m, DEP exhaust, Acerbis DHH headlight plus all standard parts inc tyres, immaculate cond, £2550 ovo. Tel 01773 828 826 (Derby)

Honda XR280 G-reg, £1000 ono, Husky 390 '77/78, £500, Husky 250 '80/81, excellent, £900, Yamaha 125MX (pre YZ) 1974 + spares, £450. Tel 01482 870 435 (E Yorks)

Honda CRM250AR 1997, purple/gold, vgc, low mileage, many extras, TBM featured bike, excellent mechanicals, £2400. Tel 01407 749 144 (N Wales)

Yamaha Serow XT225 1989, good cond, 22,000m, Mot, tax, £895 ono. Tel 01322 341 509 (S London)

Honda XR400R Supermoto R-reg, enduro wheels inc c&s/discs/chains, Werx graphics, Renthals, barkbusters, frameguards, chromed sub frame, polished sw/arm/triple clamps, excellent cond, £2750. Tel 0771 422 7539 (W Yorks)

Yamaha TTR250 S-reg, e/start, Supertrapp exhaust, sump guard, brake snake, hand shields, recent service, excellent cond, 2000km, only £1600 ono. Tel 01383 417 401 (Fife)

KTM 200EXC 2001, full FMF gnarly pipe, Pro-Rally h/guards, little use, properly maintained, looks mint, £3200 ono. Tel 07970 680 449 (Wirral)

Suzuki DR350 N-reg, like new, e/start, real eye catcher, lots of extras, full ticket, 2500m, must go to good home, any trial, £2000 no offers. Tel 01204 363 930 (Lancs)

Honda XR400R 2000, red, Renthals, sub frame and brush guards, FMF power-bomb, new c&s, £2950 ono. Tel 0118 942 4891 (Berks)

Yamaha XT600 1986, T&T, new c&s & rear tyre, £700 for quick sale. Tel 01572 723 470 (Rutland)

Kawasaki KLX250 L-reg, £1250, consider exchange with cash for CRM250 MKII or XR400, immac bike wanted. Tel 01373 463 253 (Somerset)

Gas Gas EC250 W-reg, tax, very clean, £2200 ovo. Tel 01162 312 984 (Leicester)

Suzuki DR385 P-reg, Supertrapp, 36mm Mikuni, 3300m, factory conversion by White Bros, oil change every 500m, alloy sump guard, spare wheels, a real beast. Tel 01792 885 922 (Swansea)

Suzuki DRZ400S W-reg, excellent cond, 2000km, wide spares, handguards, spare sprockets, frame protector, sump guard, £3100 ono or swap Gas Gas EC300. Tel 07968 882 287 (Carms)

Scorpa Easy 250 trials bike 1997, good cond, £1250 ono. Tel 07973 271 387 (N Yorks)

Honda MTX125R E-reg, vgc, Renthals, full Fresco pipe, de restricted 90mph+, no tax or MoT, will pass 1st time, £650. Tel 07788 418 460 (Glasgow)

Kawasaki KDX250SR 1993, tatty but loads spent, IMS Doma DEP Acerbis trade woner, well serviced, all bills, £1500, good bike. Tel 0207 854 1920 (London)

Honda CRM250 MKIII L-reg, 11,000km, o'ring chain, DEP tail pipe and standard rear rack, h/guards, manual, vgc, £1750 ono. Tel 01908 261 656 (Bucks)

KTM 250EGS V-reg, X2, both immaculate cond, hardly used, Datatagged, 1200km, 2100km, £2750 each. Tel 01631 562 179 (Argyll)

CCM 640 Supermotard, only 10mths old, trail wheels included, Apico h/guards, £5295, p/x DRZ400, WR400, XR400. Tel 01634 575 090 (Kent)

CCM 604 Supermoto 3500m, gold, Excel wheels & trail wheels, mainly road use, Renthals, h/guards etc, £3800 ono or swap WR426. Tel 01756 790 340 (N Yorks)

Kawasaki KLX250 1995, fully road legal, T&T, Kawasaki 300cc conversion, very light use, excellent cond, must be seen, £1695 ovo. Tel 01642 504 644 (Cleveland)

Honda XR650R 2001 model, some extras, dealer serviced, 1300m, UK bike, excellent cond, can deliver. Tel 07771 674 974 (Oxon)

Yamaha WR250 1990, new Renthals c&s, recent engine rebuild, very tidy, well maintained bike, new WR forces sale, £900 ono. Tel 01353 659 666 (Cams)

Honda XR250R M-reg, e/start, full stainless exhaust, new c&s, pads, tyres, braided stainless hoses, in A1 cond, £1995. Tel 01489 589 600 (Hants)

Yamaha WR500ZD enduro L-reg, MoT, excellent cond, recent rebuild, v. fast, £1500 ono, Honda XLR250 Baja, big h/lamp model, H-reg, MoT, new f/r brake pads, good for year, £1100 ono, also Alpinestars Vector boots, size 10, as new, £110 ono. Tel 0116 286 2086 (Leics)

Kawasaki KE100 1999, tax, 2050m, excellent cond, garaged, £1000 ono. Tel 01323 722 094 (Sussex) (leave message).

Yamaha TTR250 2500km, e/start, vgc, MoT, tax, £1750. Tel 01428 682 651 (Surrey)

Honda XL600 F-reg, e/start, MoT, tax, new c&s, Italian import, average cond, big single cheap fun at £850 ono. Tel 0771 225 4677 (Lancs)

Bultaco Sherco 1999 trials bike, recent service, must be seen, £1750 ono. Tel 01598 752 310 (N Devon)

KTM 200EXC Y-reg, 500km, never off road, autolube, h/guards, frame guards, absolutely mint, genuine reason for sale, cost £4400 sell £3500 ono. Tel 01444 459 632 (Sussex)

Yamaha TDR250 H-reg, excellent orig cond, T&T, new tyres, £1300 ono. Tel 01531 821 799 (Glos)

Yamaha XT500 1977, MoT, good cond, £875 ono. Tel 01225 862 923 (Wilts)

Yamaha WR400 T-reg, excellent cond, trail use only, 12ltr tank, £2650, KTM 620/640 Supermotard wanted. Tel 0798 919 0314 (W Mids)

Honda XR400RI X-reg, enduro spec, spare sprockets, mainly road use, £3150, reluctant sale. Tel 01763 273 663 (Herts)

Yamaha WR400 T-reg, 2000km, light trail and road use, tax, new chain, orig tyres, vgc, may p/x KTM 200/EXC or

WR250Z, £2950 ono. Tel 01204 410 162 (Lancs)

BMW F650 L-reg, red, 9000km, T&T, new tyres, BMW s/h, never used off road, immaculate and orig cond, £2100 ono. Tel 0115 944 5215 (Derby)

Honda CRM250 MKII, J-reg, low miles, excellent cond, £1700 ono. Tel 01233 610 089 (Kent)

Yamaha XTZ660 Tenere 1992, 32,000m, T&T, new battery, recent full service, rebuilt rear wheel & front caliper, good cond, £1300. Tel 01494 446 029 (Bucks)

BMW R100GS K-reg, Acerbis tank/plastics, restored frame etc, modified electrics, digital tach, full history, suit overlander, excellent cond, £2650 ono. Tel 01332 736 966 (Derby)

Yamaha TT600 1984, MoT, tax, t/s front brake model, uprated oil pump, £995. Tel 01306 627 298 (Surrey)

Suzuki DR385 J-reg, recent big bore, new tyres, clutch & bearings, CRD pipe & bashplate, lots of extras, superb cond, MoT, £1750 ono poss p/x XR4/600s why. Also **Suzuki DF200 P-reg**, only 4000km, MoT, superb e/start trailie, same as DR200, camo colours, low seat, v. reliable, superb cond, £1550 ono Tel 01494 474 220 (Bucks)

Cagiva Elefant 900 N-reg, T&T, 15,500m, good cond, £2300 ono also Remus exhaust boost your power, cost £220, accept £135. Tel 07801 692 514 (E Sussex)

Yamaha TTR250 W-reg, 2630km, CRD bashplate and frameguards, barkbusters, decent tyres, lovingly maintained, cost £3700 bargain at £2700. Tel 01794 340 875 (Hants)

Honda CR500 1997 Supermoto, Excel/Talon wheels, 1400m, big disc conversion, MoT, the ultimate Supermoto, mint with spares kit, £2450. Tel 01708 752 696 (Essex)

Yamaha XTZ750 Super Tenere, tax, MoT, red/white, 29,000km, Renthals stainless exhaust Supertrapp, Ricky-Cross crash bars, recent service, vgc, £1650. Tel 01225 783 530 (Wilts)

Suzuki DR350 1999, 967m from new, used off road 4 times, first to see will buy, £2500. Tel 0121 474 2572 (W Mids)

Suzuki PE175T twinshock enduro, rebuilt engine, new mudguards, tank & side covers, lights, throttle cables, only orig parts used, excellent cond, £950. Tel 01577 861 538 (Perth)

Kawasaki KLX650 N-reg, red, 13,000m, fsh, Laser Prodro cans (1 legal), well maintained, tax, Mot, loved from new, £1600 days 01276 855 572 (Surrey)

KTM 250EXC 1997, good all round cond, new tyres, b/pads together with some spares, £1850 ono. Tel 01206 845 567 (Essex)

Honda XL600LM Paris Dakar 1987 Italian import, 33,000km, MoT, many new parts, good cond, very reliable, extras, £1350 ono. Tel 01603 438 076 (Norfolk)

CCM 604 Supermoto X-reg, use forks, 800m, manufactureres warranty, summer road use only, Veto alarm, bargain at £4300 ovo. Tel 07788 628 232 (Berks)

Honda Transalp 1997, 5000m, MoT, tax, Datataged, excellent cond, poss p/x smaller trailbike, £2700 ono. Tel 0114 284 6936 (after 18.09.01) (Yorks)

KTM 200EXC W-reg, road legal, vgc, little use, some spares, long range tank, £2600. Tel 07968 722 515 (Sussex)

KTM 200EGS T-reg, road legal, trailbike class eligible, tax, new exhaust, £1500 ono. Tel 0208 855 5068 (London)

Yamaha TDR250 F-reg, good cond, 22,700m, recent c&s, head bearings, T&T, blue/yellow, £1150 ono. Tel 01279 835 948 (Essex)

Yamaha Serow F-reg, green/white, 16,000km, T&T, k/start,

FREE CLASSIFIEDS

good standard bike, low seat, very forgiving ride on trails, £1100. Tel 07876 237 612 (W Somerset)

Kawasaki KLX300R 2 yrs old, 850m, tax, green lane use only, lots of extras, some spares, £2250 ono. Tel 01827 287 363 (W Mids)

Honda CRM250AR 1999, 3500km, Renthals hand gears, lowered gearing, vgc, purple/white, tax, spares, £2850. Tel 07976 170120

WANTED

Wanted Yamaha DT125R standard exhaust with no rust holes. Tel 01633 897 405 (Gwent)

Wanted Suzuki RMX250 trail bike version autolube etc, well looked after bike wanted, can collect. Tel 07799 898 514 (Bucks)

Wanted Honda XR650R must be good cond, prefer low mileage, can travel, private buyer, cash waiting. Tel 07770 897 269 (Derby)

Wanted Honda XR250 or XR400 must be vgc and road registered. Tel 07740 281 336 (Lincs)

Wanted Yamaha XT500 sump guard aluminium type. Tel 07946 548 692

Wanted Kawasaki 125SR spares plus performance exhaust and tuning tips. Tel 01344 844 875 (Surrey)

Wanted Supermoto wheels for Yamaha WR400, any condition considered. Tel 07713 395 444 (N Yorks)

Wanted Suzuki TS125R front power pipe, Fresco Big One preferred, cash waiting, must be good cond, tail pipe not required. Tel 0161 969 2384 (Cheshire)

Wanted plastic tank for DR350 also set of wheels, cash waiting. Tel 01524 732 791 (Lancs)

Wanted Honda XR600 Acerbis 22ltr tank, also wanted other overland goodies. Tel 01115 917 4614 (Derby)

Wanted Cagiva 125 manual also consider any other useful parts etc. Tel 07752 378 145 (Soton)

Wanted CCM 604E Talon Supermoto wheels, cash waiting. Tel 01865 872 831 (Oxon)

Masochist requires XR600 must be in good nick and extras would be nice (big tank, spare wheels etc) similar beasts considered. Tel 01633 440 843 (Caerphilly)

Wanted White Bros E-series XR400 2000 model, must be in good condition, header and tail pipe, cash waiting. Tel 01977 706 066 (W Yorks)

Wanted TT600 1983 w/shop manual and CDI unit. Tel 01202 534 792 (Dorset)

Wanted Yamaha XT600 engine, anything considered, will travel. Tel 01698 330 311 (Lanarkshire)

Wanted 250cc off road bike, must have MoT and be road legal, £1000-1800. Tel 0118 961 4818 (Berks)

Wanted Complete exhaust system for Honda XR250 95 model, after market any make. Tel 01443 477 687 (S Wales)

Wanted DRZ400 std silencer, the 98db model or a cheap after market one. Tel 01264 366 193 (Hants)

Wanted Kawasaki KLX650 38/40mm flat side carb and alloy sump guard wanted, can collect/pay postage. Tel 07900 193 919 (London)

Wanted TBM issues No's 40 and 58, I offer new Polisport wraparound handguards. Tel 07989 413 125

Wanted White Bros full exhaust system for XR400R 2000

model, must be in good cond, cash, waiting. Tel 01977 706 066 (W Yorks)

Wanted CCM604 2000 model Supermoto wheels c/w discs, sprocket, speedo drive and side stand or bare wheels only. Tel 01535 654 921 (W Yorks)

Wanted Yamaha IT175 complete or in bits, please call with description and price required. Tel 01793 644 724 (Wilts)

Wanted urgently KTM EXC1996-98, must be clean and tidy and road legal, cash waiting.

Tel after 8pm 01598 753 417 (N Devon)

Wanted three bike trailer, galvanised single or twin axle, Tel 01829 781 605 (Cheshire)

Wanted any information about my new trailbike, a Suzuki DR250RSL Jap import including manuals, aftermarket bits and spares. Tel 01922 684 865 (W Mids)

Wanted Kawasaki KLR650 A1 manual, must be in good nick, also any spares. Tel 0772 044 5398 (Cumbria)

Wanted Husky TE610E Supermoto 1999 black, must be in top cond, will pay around £3000ish for right bike, or p/x honda 650. Tel 01273 721 290 (Sussex)

Wanted Armstrong Rotax WP monoshock model bits: rear brake pedal, l/foot peg and hanger, can I use MT500 bits? Why. Tel 01364 631 242 (Devon)

Wanted performance tail pipe or full exhaust system for Kawasaki KLX650. Tel 01858 461 704 (Leics)

Wanted Tour De Morvan 8-10th Nov, interested? So am I, have already booked place, consider sharing petrol, driving etc. Tel 01529 306 970 (Lincs)

Wanted engine for 610 Husky 99 model, cash waiting, can anyone help. Tel 07939 814 208 (Cheshire)

Wanted Front and rear wheels for Suzuki DR350 94-95 model. Tel 07721 758 998. (Glasgow)

SPARES

Honda CRM250 MKII full DEP system & original, newly spoked spare road wheels with S'moto wheels, new wavy discs, £1750 the lot, may split. Tel 01865 731 040 (Oxon)

CCM trail/enduro wheels, Excel rims, Talon hubs & rear sprock, discs & tyres, slip em in and get it on! £420 ono. Tel 01858 575 697 (Mids)

DRZ400S CRD bashplate brand new, £60, WhiteBros E-series Supertrapp exhaust, hardly used £140. Tel 0115 955 1759 (Notts)

Yamaha WR400 1999 Talon wheels, gold hubs rims, 18" rear, 21" front £300 ono. FP stainless trick exhaust £175 ono, some XR600 bits. Tel 01752 777 731 (Devon)

Yamaha 400 FMF powercore 4 stainless silencer and fittings as new cond, £90 ono. Tel 01304 812 486 (Kent)

Oakley full mask to fit O-frames. Tel 01342 716661 (Sussex)

Yamaha TT660 flat side carb, Rita ignition, r/hand inner case cracked, loads of spares, l/h cases, barrels, head, clutch, gears, £200. Tel 0161 336 4484 (Lancs)

Honda XR400/600 lowering-link, hardly used, good cond, £50. Honda XR400 pair of wheels, Talon hubs Excel rims, vgc, disc, tyres included, £450. Tel 07977 000 306 (Surrey)

Hebo Gas Gas enduro jacket, large, blue zip off sleeves, unused still in bag, cost £100, sell £45 & P+P.

Tel 01451 831 174 (Glos)

Pair KTM 4st wheels from 98 Rallye AD £250. 19" KX r/wheel £100, plus more. Tel 01243 513 243 (Sussex)

Honda '88 XR250 forks and yokes, vgc, £100. Tel 01730 816 030 (W Sussex)

Husky CR500 83/84 tank, seat and side panels, brand new, MX enduro also factory manual, offers. Tel 07970 910 464 (Kent)

13ltr plastic fuel tank (IMS), to fit WR/YZ 250/400 Yamaha, like new, £100. Tel 01686 413 324 (Powys)

Honda XR Arrow silencer cost £235 still in box £150. Tel 01454 228 932 (Bristol)

Honda XR500 petrol tank in red, £60, perfect addition to a full restoration. Honda XL125 Prolink tanks, red (rc), white (rc), red (rf), £50 each, fork tubes £25 each, all in factory wrappers. Tel 01803 529 958 (Devon)

Genuine w/shop manual Kawasaki KDX200/250 excellent cond, covers early 90s bikes, no tears or dirty fingermarks, cost £52, sell £35. Tel 01865 437 116 (Oxon)

Honda Dominator Lazer Pro-duro race can and centre section, 1 yr old, cost over £200, sell £95 ovno.

Tel 01932 223 431 (Surrey)

Honda Haynes manuals, MB/MBX/MT/MTX50/SL125/MBX/MTX125/MTX200, 250 ENDURO, SuzukiGT50/TR/ZS50 TS100/125/185/250, Yamaha DT50/80, DT100-175, RD/DT125L/C, Kawasaki AR50/80, £7 + £1 p+p. Tel 01675 465 236

Honda XR600 1998 forks and yokes with stem, good cond, with no leaks. Tel 01482 842 071 (E Yorks)

H/D chain and lock £25, bike cover £15, Knox back protector £30, armoured jeans 36" waist £15. Bridgestone ED661 90/90-21 front ED660 120/90-18 rear brand new £20 each,

Cooper bike rack £20, XR250/CRM front disc, new £20, h/d work bench, steel top £30. Tel 01494 874 897 (Bucks)

Honda Dominator 95 on Givi wingrack fitting kit Y156 as new £30. Tel 0238 069 3692 (Hants)

Yamaha WR250Z red fox skid plate £20 +p+p. Tel 01529 306 970 (Lincs)

Yamaha DT125R DEP alloy Silencer £25, also Suzuki TS125R DEP alloy silencer £25, both in as new cond.

Tel 01235 202 778 (Oxon)

Sidi courier trials style boot, waterproof liner, hardly used, size 45, £115. Tel 07931 765 475 (London)

Kawasaki KDX125 front wheel with disc, vgc, £25, alloy bike stand, £10, trailer tow board, unused, £10. Tel 01384 258 404 (W Mids)

Suzuki RMX '93 complete bike for spares or repair will break if enough interest. Tel 07776 361 723 (Glos)

Honda XR400 spares, enduro tyres, Acerbis sumpguard, frame guard & tool bag, £130. Tel 01302 535 491

Sinisalo white w/proof enduro trousers blue/black, size 34, worn twice and got fat, cost £119 sell for £60 inc P+P. Tel 01473 631 478 (Suffolk)

'94 KLX250R pair new levers, new Wex graphics, as new, standard silencer, fork springs, fork nuts, airbox lid, owners handbook, £50 the lot. Tel 0117 914 3138 (Bristol)

DRZ400 Supermoto wheels Talon hubs with tyres £450, stainless CRD system £150, oversize disc conversion £50, polished sump guard £40 all mint. Tel 01708 752 696 (Essex)

Dominator NX650 Acerbis tank, black 23ltr, w/shop manual, £90. KLR600 w/shop manual £5. AXO XRC off road boots, black, size 8 (43) £45. Tel 01772 423 709 (Lancs)

FMF quiet core ISIDE silencer, fits CR250 '92-96, unused, still

in packing. Ideal enduro or trail conversion, £65. Tel 01803 812 940 (Devon)

Kawasaki shock absorber for sale, good cond, suit KX/KDX £120 ono, wanted spark arrester or silencer complete for XR400 (99), anything considered. Tel 01422 376 227 (W Yorks)

Honda XR250 original parts off 1999 machine, clocks, side panels, headlight, tank, seat in Wex colours, mudguards, silencer, carb, camshaft, mint, £250. Tel 07973 479 223 (Lancs)

Acerbis auxiliary fuel tank 5ltr, universal mount to headstock with syphon to main tank, cost £60 sell £30, White Bros hot tip exhaust insert, fits XR600 89-98 or KLX650R 93-97 adds BHP for only 2db more, unused £30. Acerbis DHH h/light, white £30. Tel 07971 409 944

Acerbis tank DR650SET white plus complete set white bodywork, excellent, receipts, parts cost £400 sell £250, may split. Tel 0208 841 7258 (Middx)

Kawasaki KDX125 front wheel with disc, vgc, £25, alloy bike stand £10, trailer tow board (unused) £10. Tel 01384 258 404 (W Mids)

Yamaha WR/YZ Supermoto wheels, black rims, stainless spokes, Yamaha hubs, Dunlop wets, discs, Talon sprocket used twice, as new, bargain £550. Tel 0161 723 4229 (Lancs)

Suzuki DRZ400E Supermoto wheels, Talon/Excel, EBC discs, tyres and sprocket, never used. £575. Tel 01253 858 473 (Lancs)

KDX discs f/r new £100, rear tyres new £60 pair, Premier helmet new £75, Fox 180 trousers £45, goggles £17. Tel 01332 663 235 (Derby)

Suzuki DRZ400E 2001 silencer, brand new, unused, £150 ovno. Tel 07879 617 955 (Hants)

LA tooling adjustable top yoke Pro taper bars, works connection clutch perch for YZ/WR/400, £200, Arai MX3 King rep, med, as new £200, Moto 6 £50, Axo kit £40. Tel 0775 274 9105 (Cumbria)

DRZ400S parts unused, Suzuki radiator guard transfers cost £28 sell £7.50 each, 2 x new indicators £15 each rear new number plate/rear light unit £15. Tel 0115 973 1454 (Notts)

Suzuki ER50 rolling chassis, good rims and tyres, shocks, £25, also bits for DT125, Fresco silencer £10, clock and cable £10. Tel 01279 731 333 (Essex)

Dual sport tyres f/r, new originally fitted to CRM250AR + more. Tel 01443 693 426 (Mid Glam)

Honda Dominator Lazer Pro-duro race silencer £100 or swap for Pro-duro road silencer. Tel 07974 313 315 (Carms)

Yamaha DT200WR spares, gearbox crank & case, head barrel, sw/arm shock, carburettor, electrics, 19" r/wheel, good cond, lots more £200. Tel 0118 967 0791 (Berks)

Acerbis extra capacity side tanks, 7ltrs per tank with caps, vgc, £80 ovno. Tel 01246 435 297 (Derby)

BMW F650F new f&r brake pads, clutch and brake levers plus BMW w/shop manual, screen air filter, all vgc, £80 the lot. Tel 01502 517 180 (Suffolk)

Honda XR400 spares, alloy tank, £150, Ohlins shock £150, J-D silencer £100, 440 bore kit £150, Marzocchi forks, yokes, wheel £250. Tel 01727 769 740 (Herts)

Husqvarna MPH speedo, brand new, boxed, can post £25. Tel 07900 193 919 (London)

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